

Tippecanoe County Coordinated Human Services Transportation Plan

FY 2022 to FY 2026 Plan Update

**Needs Assessment and Solution Development
by Forum Members**

September 2021

**Prepared by the Area Plan Commission of Tippecanoe County
For Lafayette, West Lafayette, Town of Dayton, Town of Battle Ground, Town of
Clarks Hill and Tippecanoe County**

Policy Board, Tippecanoe County MPO

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Ben Murray, Chairman, Greater Lafayette Public Transportation Corporation

Shane Spears, Deputy Commissioner, INDOT Crawfordsville District Office

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Prepared by

Doug Poad, Senior Planner – Transportation

And the Staff of the

Area Plan Commission of Tippecanoe County

20 N. 3rd Street, Lafayette, IN.

(765) 423-9242

E-mail: apc@tippecanoe.in.gov

Website: <http://www.tippecanoe.in.gov/apc>

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Executive Summary

Public transportation is a long-term and an on-going concern throughout our community and the United States. For many low income, elderly and disabled individuals, public transportation is the only means for accessing essential services, such as medical care, social services, shopping, government services, educational facilities and activities that enhance quality of life. Additionally, public transportation provides a means for those individuals without access to a car to reach employment and job-training opportunities. Federal, state, and local governments, nonprofit organizations, and businesses recognize the importance of public transportation services for low income, elderly, and disabled individuals by offering assistance, both in financial support and in the delivery of actual transportation options.

It is essential to improve transportation for these vulnerable populations in order to remove barriers between individuals and the services necessary for them to maintain productive and independent lives. The goal of the Coordinated Human Services Transportation Plan is to create unified transportation services for these targeted populations in our community. This can be done by guiding funding for projects that maximize area-wide goals, eliminate redundancy and fill gaps in transportation services offered by various human service entities. The planning process was enhanced by bringing together a broad range of public, private, governmental and non-governmental organizations called the Forum. They were used to assess needs and develop solutions.

The Assessment of Transportation Needs, Section 3, revealed gaps in service as well as the myriad challenges and barriers facing all three target populations. Many persons in these groups have difficulty finding affordable transportation at the appropriate time of day or evening. Because some providers do not offer door-to-door service, accessing some services requires walking from home to a pick up location. Missing sidewalks, ramps and sidewalks in need of repair represent barriers to elderly and disabled persons. Many transit operators do not provide transportation to cultural and social event which is a serious quality of life issue for these three populations.

Section 3 also discusses the challenges faced by the public and nonprofit organizations providing transportation services. The information obtained in this planning process revealed that the number of persons needing services is growing. An aging population, returning veterans with disabilities and an economy still in recovery all contribute to increasing demand on transportation providers. Finding sufficient resources, both financial and human, to meet this growing need is their primary challenge.

Strategies to address the issues identified by providers of transportation services and their clients are found in Section 4. The four most often cited solutions are infrastructure improvements (especially sidewalks), education and information, providing additional service, and finding additional financial resources. Forum members also identified other strategies to enhance coordination, improve safety, develop benefit – cost studies, purchase scheduling software, and improve cooperation with the development community.

Section 5 makes recommendations for implementation by assigning the identified strategies to appropriate organizations and agencies. Each agency will be responsible for determining its capacity for implementation. An annual meeting of Forum members will continue to facilitate the exchange of information, identify new challenges and trends, and most importantly, report progress.

Organization of the Coordinated Human Services Transportation Plan

Following guidance issued by the Federal Transit Administration (FTA), the adopted 2008 Plan and 2015 Update incorporated the four key components of how a plan should be organized and what content should be included. Specifically, FTA recommended the following:

- An assessment of available service that identifies current transportation providers.
- An assessment of transportation needs for individuals with disabilities, older adults, and persons with low incomes.
- Strategies, activities, and projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation strategies.

On December 4, 2015, the President signed the Fixing American's Surface Transportation (FAST) Act into law. The Act provided funding specifically to enhance the mobility of seniors and individuals with disabilities. For a project to receive these funds, the Act states that the project must be derived and included in a locally developed, coordinated public-human services transportation plan. This Plan fulfills the requirement of developing the Plan. It should be noted that the FAST Act expired on September 30, 2020 and a continuing resolution was passed which continues the requirement for the Plan.

This Plan Update follows the same organization as the previous ones. Section 1 summarizes the two federal transit grant programs (Section 5307 and 5310). Section 2 identifies all transportation providers who operate within Tippecanoe County. Section 3 assesses the transportation needs of the elderly, disabled and low income through an overview of the region's socioeconomic characteristics. This was supplemented with the insight and comments of local transportation providers and nonprofit agencies. Section 4 identifies the strategies and activities that address the identified gaps, barriers and challenges. Section 5 contains implementation priorities.

Development of this Plan Update evolved slightly different than the previous ones due to COVID-19. Outreach and contact with forum members and transportation providers was done mainly through letter correspondence, surveys, phone calls and emails. This included the initial contact and development notice, and the transportation provider survey. On-line meetings were held to identify the gaps, barriers, and challenges and the strategies that address them. Representatives from the public, private and nonprofit transportation providers, human service providers and the general public were invited to participate.

I. Grant Program Overview

The Federal Transit Administration provides financial and technical assistance to local transit systems as well as to state and local governments, and nonprofit and not-for-profit agencies who provide public transportation. This partnership has created an enhanced public transportation system by investing more than \$12 billion annually through its various grant programs. By investing in public transportation, especially extending services into small cities and rural communities, the result has been more than 10.4 billion annual trips being taken on public transit nationwide.

There are two grant programs that play an important role in the Coordinated Human Services Transportation Plan and they share similar overall goals of increasing mobility for the targeted populations but differ in who they serve. Section 5307 funds can be used to provide transportation services to welfare recipients and low income workers. Section 5310 funds can be used to assist the mobility of the elderly and individuals with disabilities.

Urban Area Formula Program (Section 5307)

This program makes federal resources available to urbanized areas for public transportation capital, operating and planning assistance. These funds constitute the core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

To support the continuation and expansion of public transportation services, FTA identified six program goals for these funds. Of the six, two apply to transportation services for the three target groups this Plan focuses on, and they are:

- *encouraging mobility management, employment-related transportation alternatives, joint development practices and transit-oriented development;*
- *providing financial assistance to states and local government to help carry out national goals related to mobility for all, including elderly individual, individuals with disabilities and economically disadvantaged individuals;*

The Section 5307 program provides funding for job access and reverse commute projects. These projects can be planning, capital and/or operating and they are designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. Transportation projects that facilitate the provision of public transportation services from urbanized areas and rural area to suburban employment locations are also eligible for these funds.

Other examples of the types of projects eligible for funding include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities,
- Promoting public transportation to low income workers, including the use of public transportation by workers with non-traditional work schedules,
- Promoting the use of transit vouchers for welfare recipients and eligible low income individuals,
- Promoting the use of employer-provided transportation, including the transit pass benefit program under Section 132 of the Internal Revenue Code of 1986,
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized and non-urbanized areas to suburban workplaces,
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace, and
- Facilitating public transportation services to suburban employment opportunities.

The urbanized area formula for distributing funds includes the number of low-income individuals as a factor. There is no minimum amount of funds that can be spent on job access and reverse commute activities.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

The intent of this program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation service and Americans with Disabilities Act (ADA) complementary paratransit service.

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Apportionments are made directly to recipients in large urban areas and to the state department of transportation for rural and small urban areas. It is then up to the state department of transportations to distribute the funds in the two areas. Eligible recipients for these funds are States and designated direct recipients. Eligible subrecipients include private nonprofit organizations, state or local government authorities and operators of public transportation.

Section 5310 funds are available for capital and operating expenses to support the provision of transportation services that meet the specific needs of seniors and individuals with disabilities. Of the amounts apportioned, not less than 55% shall be available for capital projects which include the purchasing of rolling stock. In other words, the 55% is a minimum and not a maximum. Recipients may use more than 55% to purchase capital equipment.

Transit systems may use up to 45% of the apportionment for additional public transportation projects that: 1) exceed the ADA minimum requirements; 2) improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or 3) provide alternatives to public transportation that assist seniors. These projects must target the transportation needs of seniors and individuals with disabilities, although the services may also be used by the general public.

Coordination Provisions

Under the FAST Act, projects funded through the Section 5307 and 5310 must have be derived from a locally developed, coordinated public transit-human services transportation plan. This Plan update fulfills the requirement.

II. Assessment of Available Services

A variety of transportation services exist within Tippecanoe County. They include public transit, not-for-profit services, and private for-profit services. All of these providers serve varying clientele. Some providers only serve specific clientele, while others transport anyone. Some only service a defined geographic area while others have no boundaries.

Identifying all of the transportation providers operating in Tippecanoe County was accomplished using a multi-step process. The provider list used during the development of the 2020 Transportation Improvement Program served as the starting point. The list was reviewed against the phone directory, Polk directory, Journal and Courier Community Connections, and the internet. An introductory forum member letter was mailed, and it asked forum members to review the transportation provider list compiled by the APC. They were asked to contact the APC if they knew of a provider who was not shown or if any who were on the list no longer provided services.

After compiling the comprehensive list, a pdf fillable survey was mailed to each provider. The survey asked various questions and was based on information extracted from the previous Plans. A copy of the survey is in **Appendix 2**. Staff made multiple follow up phone calls and emails in order to obtain a complete response.

Transit Service – CityBus

The primary community transit provider is the Greater Lafayette Public Transportation Corporation, commonly known as CityBus. CityBus serves Lafayette, West Lafayette and a portion of the urbanized area of Tippecanoe County outside the city limits. Its services provide fixed-route bus, supplemental routes, and paratransit service.

CityBus is the second largest transit system in the state by ridership and outperforms most other transit agencies in many categories. According to INDOT's 2019 report, CityBus transported 5,099,775 persons. Only the Indianapolis transit system transported more passengers in 2019. CityBus had the best operating expense per passenger at \$2.33 compared to the state average of \$5.89. CityBus also had the highest fare recovery at 30% compared to the state average of 15%.

Fixed Route Service

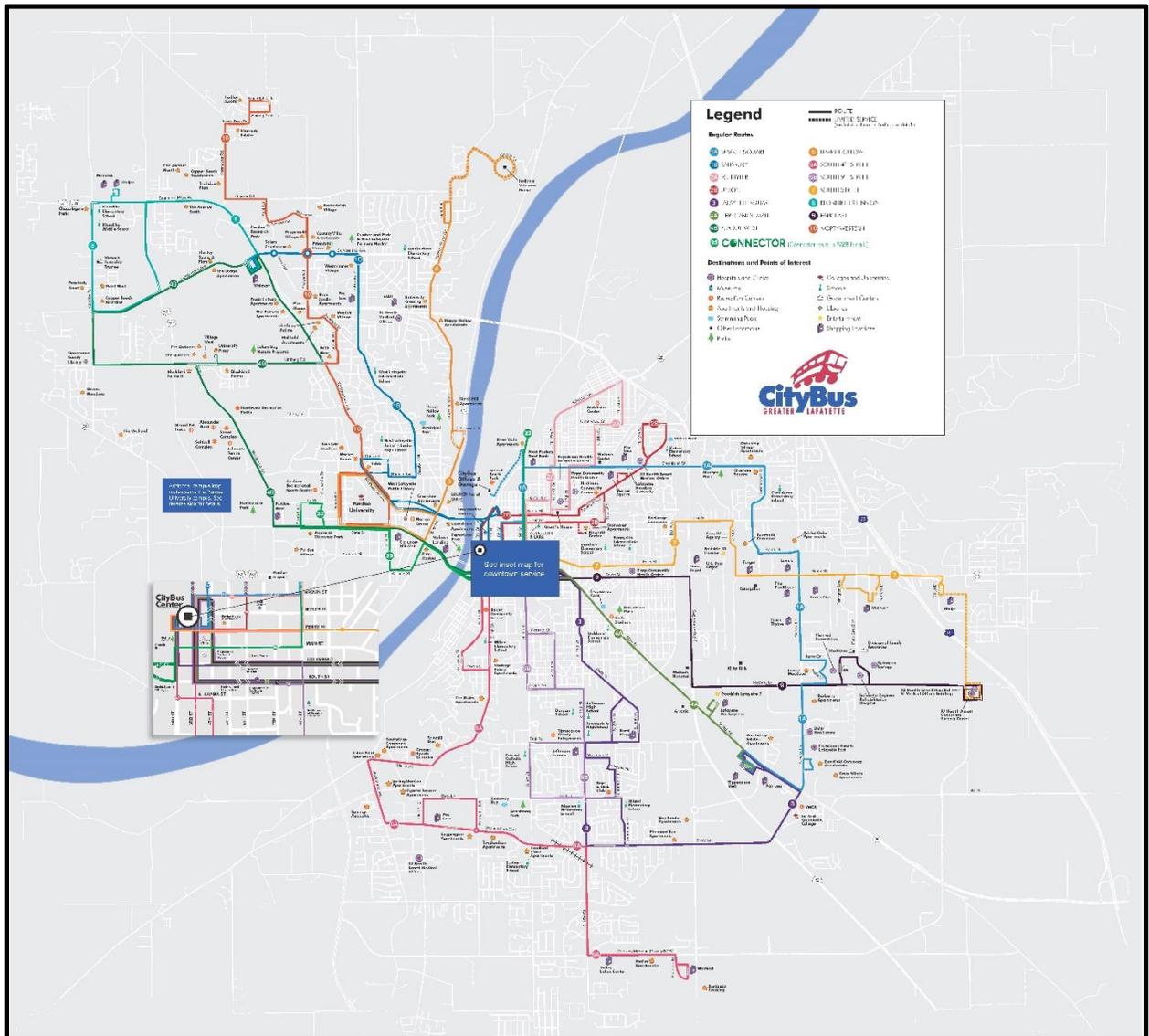
CityBus operates two forms of fixed route service: a point/radial system where routes begin and end at the CityBus Center transfer terminal and a loop system comprised of multiple one-way routes circulating around the Purdue Campus. **Figure 1** illustrates the community wide routes and **Figure 2** illustrates the Purdue routes.

CityBus weekday fixed route service begins at 6:00 a.m., with service on select routes operating until 12:40 a.m. (1A Market Square, 1B Salisbury, 4A Tippecanoe Mall, 4B

Purdue West, and 8 Klondike Extension). CityBus also provides Saturday service (16 routes normally but 14 during the pandemic), and some Sunday service (nine routes).

In the Spring of 2020, CityBus reduced service for six weeks due to COVID-19. Fixed route service was reduced in both the number of routes and service spans and reflected a schedule that is typically offered on a Saturday. CityBus continues to operate campus loop and apartment shuttle services at a reduced capacity.

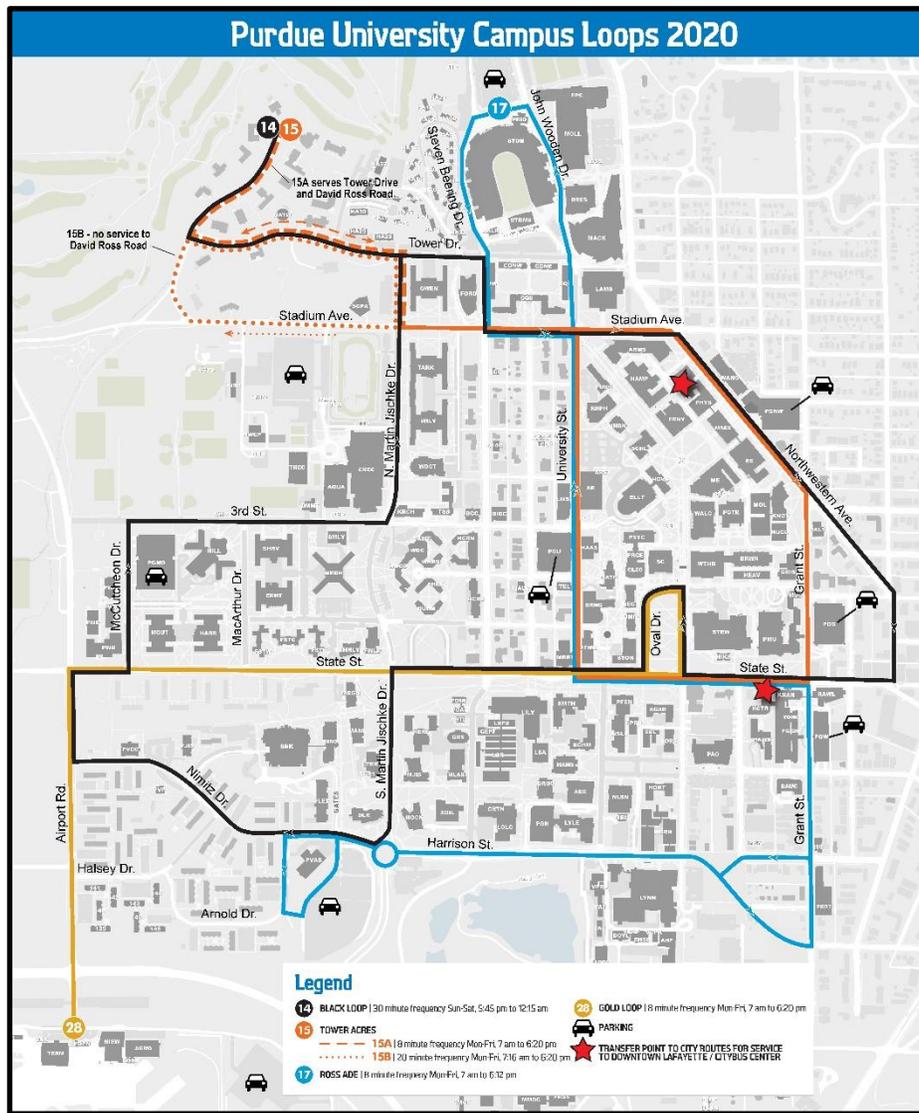
Figure 1
CityBus Fixed Routes



The Campus Loop system operates during Purdue’s fall and spring semesters when classes are held. All but one of the loop routes operate Monday through Friday. Service begins at 7:00 a.m. and ends at 6:00 p.m. (Silver Loop, Tower Acres, Ross Ade, Outer Loop, Gold Loop and South Campus) with one route operating till midnight (Black Loop). The Black Loop also provides evening service until midnight on weekends.

Like the fixed route service, the Campus routes changed due to COVID-19. During Purdue’s 2020 fall semester, service was reduced and only the Gold Loop, Black Loop, Tower Acres and Ross Ade routes were in operation. Those routes were stopped on November 25 when all in person classes on the Purdue campus ended. It is anticipated that full service will eventually return when COVID-19 is no longer a serious threat.

**Figure 2
Campus Loop Map**



Map courtesy of CityBus. This map and other route maps are available at gocitybus.com

Paratransit Service ACCESS

CityBus provides complementary paratransit service known as ACCESS. This service is intended for persons who cannot use fixed route buses due to a qualifying disability. The service operates the same hours and destinations served by fixed route buses and provides curb-to-curb service to any location within $\frac{3}{4}$ mile of a fixed route.

The Connector

Everybody rides free! This route travels through downtown Lafayette, West Lafayette, and part of Purdue Campus. Destinations include hotels, restaurants, shops, day care, and cultural, arts and entertainment venues. The free service operates Monday through Friday from 7:00 a.m. to 9:00 p.m. and Saturday 10:00 a.m. to 2:40 p.m. A reduced schedule is in effect Monday through Friday during Purdue's summer recess.

Lindberg Express

This route serves residents at the Cottages on Lindberg, Village West and The Quarter. Residents of those communities ride free. All other riders are charged the regular fare.

Redpoint

This route serves the Redpoint student living community, Tippecanoe County Public Library, The Orchard, Klondike Road, Green Meadows, Lindberg Village, and Purdue University.

Lark & Alight

The route is an express bus service to the Lark and Alight student living communities in West Lafayette.

Nonprofit and For-Profit Transportation Provider Survey

Angels Senior Home Solutions

Mission Statement: Creating active and engaged lives through exceptional care.

Clients Served: The elderly, people with physical and intellectual disabilities and who have low income.

Trip Destinations: They include trips to residential/home service, nursing home, senior center, social service agencies, medical transportation, adult day care, grocery shopping, other life maintenance trips to the post office or for banking and for social or entertainment. Some specific destinations include medical and doctor offices at 2600 Greenbush Street, Unity Healthcare, IU Arnett Hospital and Franciscan Hospital.

Service Area: Tippecanoe, Benton, Boone, Carroll, Cass, Clinton, Fountain, Jasper, Montgomery, Newton, Pulaski, Warren and White counties.

Operation Time: Depends on client needs.

Vehicle Fleet: Either caregiver vehicle or client vehicle.

Fares: Included in service fee. If caregiver vehicle is used a mileage fee is charged.

Eligibility Requirements: Clients only

Area IV Agency on Aging and Community Action Programs

Mission Statement: Area IV's mission is to inspire hope and spark positive change in the lives of those we service and the communities where we live.

Clients Served: The elderly, people with physical and intellectual disabilities and who have low income.

Trip Destinations: They include trips to residential/home service, nursing home, senior center, social service agencies, medical transportation, adult day care, grocery shopping, other life maintenance trips to the post office or for banking and for social or entertainment. Some specific destination include medical and doctor offices at 2600 Greenbush Street, Unity Healthcare, IU Arnett Hospital and Franciscan Hospital.

Service Area: Tippecanoe and Benton counties.

Operation Time: Service is provided during the weekdays.

Vehicle Fleet: Six vehicles with one minivan, one bubble top van and four 12 passenger vans.

Fares: \$5 for a one-way trip in the county and \$10 for a one-way trip if traveling in two counties.

Eligibility Requirements: Inside the urbanized area of Tippecanoe County, riders must be non-ambulatory or have limited mobility to be eligible. In all other areas of Tippecanoe and Benton counties, service is open to the public.

BrightStar Care

Mission Statement: BrightStar Care is a licensed home health care company that provides transportation to clients for doctor appointments and errands. To provide transportation, the client must be receiving Home Healthcare service from the company. Primary pay sources are private pay, Medicaid, long term care insurance and VA.

Clients Served: Elderly, people with physical and intellectual disabilities, low income and all age groups from pediatric to geriatric.

Trip Destinations: Social service agencies/organizations and schools. Specific locations include picking up children at their local schools and transporting them to LUM's after school program at North 4th Street.

Service Area: Tippecanoe County and all surrounding counties.

Operation Time: Trips can be done 24/7.

Vehicle Fleet: Four minibuses and one work van.

Fares: None.

Eligibility Requirements: Must be a current client

Caregiver Companion

Mission Statement: Caregiver Companion is a network of caring volunteers committed to improve the quality of life in the homes of our elderly and disabled neighbors as well as their caregivers throughout Tippecanoe County.

Clients Served: Elderly persons and those who have disabilities that do not require skilled care.

Trip Destinations: Medical transportation, grocery shopping, other life maintenance including shopping, post office and banking, and for social or entertainment. The most requested destinations are Unity Healthcare, Franciscan Health, IU Health, WalMart (all locations) and Payless (all locations).

Service Area: Tippecanoe County

Operation Time: Trips can be done 24/7.

Vehicle Fleet: Do not have any vehicles.

Fares: No Charge

Eligibility Requirements: Need to be ambulatory, wheelchair independent and not need special assistance. An in-home assessment is required before receiving services and trips must be scheduled a week in advance.

Comfort Keepers

Mission Statement: Comfort Keepers is an in-home care business serving the elderly and disabled. The services we provide are homemaking, laundry, meals, bathing assistance, companionship, and transportation. The payer sources we work with are private pay, Area IV Agency on Aging, VA and several long-term care policies.

Clients Served: Elderly, people with physical and intellectual disabilities, low-income, children, youth, those experiencing homelessness, and legal immigrants.

Trip Destinations: Residential/home service, nursing home, retirement center, senior center, medical related trips, grocery shopping, general shopping and banking. It varies per client.

Service Area: Tippecanoe County and surrounding counties including Benton, Fountain, Montgomery, Clinton, Carroll and Boone.

Operation Time: Transportation is available 24/7.

Vehicle Fleet: Caregivers use their personal vehicles, but some private pay clients have Caregivers drive their cars.

Fares: Charge is an hourly rate plus mileage.

Eligibility Requirements: Persons are required to sign on as clients and then schedule transportation shifts with our schedulers. Trips cannot be scheduled at the last minute or day of.

Community Cancer Network

Mission Statement: CCN's mission is to support non-medical needs of area cancer patients (in active treatment) in collaboration with care providers and other community resources.

Clients Served: Anyone who lives in one of the 12 counties that is served and that is in active cancer treatment.

Trip Destinations: Residential/home service, nursing home, retirement center, senior center, and to and from cancer treatment appointments. Social service agencies/organizations and school. Specific locations include picking up children at their local schools and transporting them to LUM's after school program at North 4th Street.

Service Area: Tippecanoe County and surrounding counties including Benton, Fountain, Montgomery, Clinton, Carroll, Cass, Jasper, Newton, Pulaski, White and Boone.

Operation Time: Transportation is during the weekdays.

Vehicle Fleet: CCN does not own any vehicles. CCN has volunteers who are willing to drive clients to and from their cancer treatments appointments. We also can offer bus passes or pay for an Uber for clients who qualify for the financial assistance we also provide.

Fares: None

Eligibility Requirements: Persons must become a Community Cancer Network Client. To qualify to be a client a person must live in one of the twelve counties that are served and be in active cancer treatment.

Granger Care Services

Mission Statement: Elderly care consultants and care management. Meeting clients' needs while focusing on preservation of dignity and self-worth.

Clients Served: Elderly and people with physical and intellectual disabilities.

Trip Destinations: Nursing home, retirement center, senior center, social service agency/organizations, medical transportation, shopping, banking, and social or entertainment. Some specific destinations include Urgent Care, Arnett Clinics, Arnett IU Hospital, Miracles Fitness, Unity Health Care, Cancer Care Center, and pharmacies.

Service Area: Tippecanoe County

Operation Time: Trips can be provided 24/7.

Vehicle Fleet: Two automobiles with one being a backup.

Fares: Transportation service is not provided as a stand-alone service. It's a service that is built into the care plan which is individualized for each client. The fee is usually the same as the hourly rate, but sometimes discounted.

Eligibility Requirements: Transportation is provided as part of the Care Plan.

Hanna Center

Mission Statement: Hanna Center prides itself in offering quality programming for youth, seniors and health education. The Center does not provide transportation services.

Clients Served: The elderly and those who have low-income.

Trip Destinations: NA

Service Area: Greater Lafayette Area surrounding the Northend Community Center.

Operation Time: NA

Vehicle Fleet: NA

Fares: NA

Eligibility Requirements: NA

Help at Home

Mission Statement: Be the leading national provider of high quality, person-center care and support to the elderly and people with disabilities in their homes and community-based settings. Core to our service are highly trained, compassionate and dependable caregivers supported by our local teams with the resources and expertise to deliver unsurpassed care. Our goal is to enable the highest level of personal independence and meaningful lives for our clients.

Clients Served: Elderly and people with physical and intellectual disabilities and persons with low-income.

Trip Destinations: Residential/home service, medical trips, adult day care, grocery and other shopping trips, banking and for social or entertainment. Destinations most often requested are the grocery store and doctor appointments.

Service Area: Tippecanoe and all surrounding counties.

Operation Time: Trips can be provided 24/7.

Vehicle Fleet: None

Fares: No

Eligibility Requirements: Persons must become a Help at Home client.

Home Instead Senior Care

Mission Statement: Our mission is to enhance the lives of aging adults and those who care for them. Our vision is to see world where all seniors age with greater home and success.

Clients Served: Elderly and people with physical and intellectual disabilities and persons with low-income.

Trip Destinations: Residential/home service, medical trips, adult day care, grocery and other shopping trips, banking and for social or entertainment. Destinations most often requested are Payless, WalMart, St. Elizabeth and all IUHA clinics.

Service Area: Tippecanoe, Benton, White, Carroll, Clinton, and Montgomery Counties.

Operation Time: Trips can be provided 24/7.

Vehicle Fleet: CAREGivers use their cars or drive the client's car.

Fares: Clients are charged 0.57 cents per mile.

Eligibility Requirements: Persons must become a Home Instead client.

Home Care by Design

Mission Statement: Homecare by Design serves Greater Lafayette, Tippecanoe and surrounding counties. Private pay home care services that provide support in the home, light home maintenance and transportation.

Clients Served: Elderly and people with physical disabilities.

Trip Destinations: Residential/home service, medical trips, adult day care, grocery and other shopping trips, banking and for social or entertainment. Destinations most often requested are Payless, WalMart, St. Elizabeth and all IUHA clinics.

Service Area: Tippecanoe, Benton, White, Carroll, Clinton, and Montgomery Counties.

Operation Time: Trips can be provided 24/7.

Vehicle Fleet: Transportation via client's vehicle or caregiver's personal vehicle.

Fares: Private pay.

Eligibility Requirements: Must be a client.

Hoosiers at Home

Mission Statement: We strive to be the premier choice of people seeking in-home, non-medical assistance in the communities we serve, through quality of service and an honest caring spirit to all we serve.

Clients Served: Elderly, people with physical and intellectual disabilities and low-income persons.

Trip Destinations: Grocery shopping, social events, doctors appointments, prescriptions, hairdresser/barber, shopping, miscellaneous errands or just to get out for a drive.

Service Area: Tippecanoe County and surrounding areas.

Operation Time: Weekdays and weekends.

Vehicle Fleet: Transportation via client's vehicle or caregiver's personal vehicle.

Fares: Part of in-home service charge.

Eligibility Requirements: Must be a client with our in-home caregiving services.

Integrity Care

Mission Statement: Our mission is to create an enabling environment for our care associates and clients to work toward a common goal of delivering the highest quality of care – which we believe everyone deserves. We will provide our services in an ethically and financially responsible way that best benefits our clients.

Clients Served: Mainly provides transportation services to nursing homes and rehabilitation facilities and hospitals. Can be any age.

Trip Destinations: Nursing home, retirement center, senior center, social service agency and/or organizations, medical related trips, shopping, banking, and social or entertainment.

Service Area: Transportation services are available to anyone who lives within a ten-mile radius of downtown Lafayette. Trip destinations can be as far away as needed.

Operation Time: Services are normally provided during the daytime from Monday through Saturday. Transportation needed after hours is possible but needs to be prearranged in advance.

Vehicle Fleet: One wheelchair equipped van and two cars.

Fares: Vary depending on destination and whether or not needing wheelchair services.

Eligibility Requirements: Open to anyone.

Lafayette Urban Ministry

Mission Statement: Poverty is the greatest thief. More than depriving a neighbor of food or shelter or warmth, it steals away hope. While other thieves may take away the past, poverty steals the future and self-respect.

The Lafayette Urban Ministry is in the business of restoring human dignity. Through voluntary efforts and contribution, we give back the hope, the future, the self-respect, with all God's People need and deserve.

Ours is a Christian ministry that welcomes congregations and people of all faith. We give witness to God's saving love and prophetic power by loving neighbors, seeking justice, empowering the least amount us and renewing the Church's social ministry.

Clients Served: Elderly, people with physical and intellectual disabilities, low-income, children, youth, those experiencing homelessness, and legal immigrants.

Trip Destinations: Social service agencies/organizations and school. Specific locations include picking up children at their local schools and transporting them to LUM's after school program at North 4th Street.

Service Area: Tippecanoe County with emphasis on downtown Lafayette.

Operation Time: Vans area available 24/7 and seven days a week.

Vehicle Fleet: Four mini buses and one work van.

Fares: None.

Eligibility Requirements: LUM offers transportation for children for our children's program. Children who are below 150% of the poverty line are eligible.

Lyn Treece Boys and Girls Club

Mission Statement: To enable all young people, especially those who need us most, to reach their full potential as productive, caring, responsible citizens.

Clients Served: Low-income youth and families.

Trip Destinations: From the schools to the two center sites on 10th Street and on Beck Lane.

Service Area: The Lafayette area

Operation Time: Service is provided during the weekdays and evenings.

Vehicle Fleet: Three vehicles, one minibus and two passenger vans

Fares: None.

Eligibility Requirements: None listed.

Necessities Transportation

Mission Statement: We provide non-emergency medical transportation throughout the state of Indiana, Medicaid division.

Clients Served: Elderly and people with physical and intellectual disabilities and persons with low-income.

Trip Destinations: Doctor appointments.

Service Area: Tippecanoe and surrounding counties and Howard and surrounding counties.

Operation Time: Weekdays and weekends.

Vehicle Fleet: 18 vehicles which consist of sedans and passenger vans/SUVs.

Fares: Paid through Medicaid.

Eligibility Requirements: We contract with the State of Indiana through the Medicaid division to transport individuals (through their Medicaid insurance) from their homes to the doctor appointments then back home again.

Tippecanoe County Council on Aging

Mission Statement: "Encouraging seniors to actively achieve and sustain their highest quality of life."

The Center is a recreation center for seniors and individuals with documented disabilities. They offer weekday activities and a noon congregate meal. They operate Meals on Wheels of Greater Lafayette and also operate a senior home repair program and a transportation program.

Clients Served: The elderly, people with physical and intellectual disabilities and who have low-income.

Trip Destinations: They include trips to residential/home service, nursing home, senior center, medical transportation, grocery shopping, other life maintenance trips to the post office or for banking and for social or entertainment like church.

Service Area: Tippecanoe County.

Operation Time: Service is provided during the weekdays.

Vehicle Fleet: Two vehicles, a cargo van and Subaru Outback

Fares: None.

Eligibility Requirements: The current transportation program requires participants to find their own volunteer driver. Once a trip has been complete, the participant will send in the miles incurred for the trip and a check will be issued to the participant for \$.30 per mile. The participant is responsible for giving the money to their volunteer. Family and contracted drives are not allowed to be reimbursed

Trinity Mission

Mission Statement: 12-month, faith-based men's residential program to help men who have made working decisions that have led to addiction and or homelessness. We help the men and families to become reconciled. This is done through the transformation power of Jesus Christ.

Clients Served: Low-income person, addicts and homeless.

Trip Destinations: Transportation to and from work and doctors' appointments.

Service Area: Tippecanoe County and surrounding counties.

Operation Time: Transportation is available 24/7.

Vehicle Fleet: Two vans.

Fares: None.

Eligibility Requirements: Men who are in the program.

Valley Oaks Health

Mission Statement: Valley Oaks Health provides efficient, effective, and quality care to individuals and families coping with mental health issues.

Valley Oaks provides case management, therapy, medication management, and several specialty programs to residents of Tippecanoe County and several surrounding counties.

Clients Served: Persons struggling with mental health and substance use.

Trip Destinations: Social service agencies, medical transportation, places of employment and grocery shopping. Common destinations include Valley Oaks Health locations for services, food pantries, grocery stores (Payless, ALDI and Dollar General) and primary care doctor.

Service Area: Tippecanoe, Carroll, White, Jasper, Newton, Benton, Montgomery, Fountain and Warren Counties.

Operation Time: Trips can be provided 24/7.

Vehicle Fleet: Three vans to transport clients. 12 total vehicles for transportation and maintenance/grounds-keeping.

Fares: None

Eligibility Requirements: Clients only.

Indiana Veterans Home

Mission Statement: We provide long-term and short-term skilled care services for veterans and their spouses.

Clients Served: Veterans who are elderly and with physical and intellectual disabilities.

Trip Destinations: Medical transportation, grocery shopping and to social or entertainment functions. Specific destinations include the VA, local clinics and west-side WalMart.

Service Area: VA hospitals and within Tippecanoe County.

Operation Time: Trips can be provided 24/7.

Fares: None

Eligibility Requirements: Must be a resident.

Veterans Services

Mission Statement: The Veteran Services Office assists veterans in obtaining federal and state VA benefits. Our office provides a van service for veterans who need transportation to either the Indianapolis or Danville Medical Centers. We are also in

charge of the distribution of U.S. flags to local cemeteries for deceased veterans for Memorial Day.

Clients Served: Veterans

Trip Destinations: Indianapolis and Danville Medical Centers.

Operation Time: Trips are made on Monday, Tuesday and Wednesday to the Indianapolis Roudebush Hospital. A trip is made on Thursday to the Danville, Illinois Medical Center.

Vehicle Fleet: One van.

Fares: None

Eligibility Requirements: Must be a veteran.

Wabash Center

Mission Statement: Is to optimize the quality of life for people with disabilities or special needs. With that said, we provide residential services, day services and work opportunities to our individuals. We have over 35 vans that transport our clients to and from the residential sites, to appointments, errands, community outings, etc.

Clients Served: People with physical and intellectual disabilities.

Trip Destinations: The primary destinations are to the Wabash Center facilities and then back to the Center's residential homes. Other types of trips include shopping, medical appointments, and other errands. Clients are transported to wherever they need to go.

Service Area: Primarily operate within Tippecanoe County. There are occasional trips outside our area, but they are infrequent.

Operation Time: Vans are available 24/7 and seven days a week.

Vehicle Fleet: 35 INDOT 5310 vehicles and two staff vehicles.

Fares: None. Services are billed to Medicaid.

Eligibility Requirements: Services provided solely to clients.

Wheels for Work

Mission Statement: Hope Chapel Outreach is located in the downtown area of Lafayette Indiana. We proudly run the Wheels for Work outreach and our Youth and young people outreach ministry called GLOW.

Clients Served: SIA employees.

Trip Destinations: SIA

Service Area: City of Lafayette only.

Operation Time: All three shifts during week with some Saturday service.

Vehicle Fleet: One van and personal vehicles when needed.

Fares: \$50 a week

Eligibility Requirements: Live in Lafayette

YMCA

Mission Statement: The YMCA's mission is to build strong children, families, and communities by offering programs that develop a healthy spirit, mind, and body. Centered on the core values of caring, honesty, respect, and responsibility, the YMCA is an inclusive organization for all ages, incomes abilities, races, religions, ethnicities, and genders. The YMCA assesses the needs in the community in an effort to provide programs that address identified gaps in services for children and families.

Clients Served: Provides transportation services to program participants.

Trip Destinations: Various program activities.

Service Area: Both cities, and a portion of Tippecanoe County

Vehicle Fleet: One 22 passenger minibus and three 14 passenger minibuses

Fares: None

Eligibility Requirements: Must be a program participant.

YWCA

Mission Statement: YMCA is dedicated to eliminating racism, empowering women and promoting peace, justice freedom and dignity for all.

We do this through direct client services and removal of barriers in domestic violence prevention including a 30-bed domestic violence shelter and through a women's health initiative that ensures lifesaving breast and cervical cancer screenings and health services. Additionally, we provide youth and adult programming and social/racial justice through leadership.

Clients Served: Elderly, people with physical and intellectual disabilities, low-income, victims of intimate partner violence, and clients with substance abuse issues.

Trip Destinations: Provide trips to social service agencies, medical transportation, places of employment, job training, grocery shopping, school and other life maintenance places. Specific places include IU Health, Franciscan, Payless Market Square and IVY Tech.

Service Area: Six counties including Tippecanoe, Benton, Carroll, Clinton, Warren and White. The cancer program services clients in 36 counties encompassing the entire central region of the state.

Operation Time: Vans area available 24/7 and seven days a week.

Vehicle Fleet: One multi-passenger van. Also use cab, UBER, bus and emergency staff to transport clients.

Fares: None.

Eligibility Requirements: Does not directly provide transportation service unless in emergency situation or to accompany client with medical appointment. Transportation services are contracted with other transportation providers to help connect clients in the shelter with their locations of employment or to medical appointments. Eligibility requirements include active involvement as a client.

Assisted Living Facilities

There are numerous assisted living facilities and retirement homes in Tippecanoe County and some provide transportation services. Services are not available to the general public and are limited only to residents. The facilities are:

Aster Plan	Historic Jefferson Centre
BeeHive Homes Assisted Living	Provision Living
Bickford of Lafayette	Regency Place
Creasy Springs Health Campus	Rosewalk Commons
Cumberland Pointe Health Campus	Rosewalk Village
Digby House	St Anthony Healthcare
Five Star Residence of Lafayette	St Mary Healthcare Center
Fowler Apartments	Tippecanoe Villa
Friendship House	University Place
Glasswater Creek of Lafayette	Westminister Village
Heritage Healthcare	Wickshire

Private For-Profit Specific Transportation Providers

A number of businesses in Tippecanoe County provide transportation services for hire. They vary from taxi and limousine service to services for larger groups needing vans and buses.

Ambulance Service

Heartland Ambulance
Phoenix Paramedic Solutions
Tippecanoe Emergency Ambulance Service
Spirit EMS
Star Ambulance

Taxi Service

Lafayette, West Lafayette and Tippecanoe County currently have two taxicab services: Chaney's Magic Cab and Carl's Taxi Service. Both companies provide 24 hour service and they may be the only source of transportation for employees on second and third shifts.

Locomotives Taxi did provide taxi service but closed due to COVID-19.

Senior Transportation

Lafayette Senior Transport and Concierge provides transportation service to seniors. Unlike taxis, which offer curb to curb services, their service is door-through-door which means they help seniors in and out of their home. Services include transportation to doctor, therapy and surgical appointments and also to dialysis. Service is available during the day and also after hours and during the weekend.

Limousine Services

Classic Limo and Chauffeur

Charter and Limousine Services

Express Air Coach

Express Air Coach provides ground shuttle service between Purdue University Airport and Chicago's O'Hare Airport. Transportation is also provided to Urbana/Champaign and to the Oakbrook Mall.

Imperial Travel

Operating since 1974, Imperial Travel is a full-service travel company providing a variety of transportation services. Services include out-of-town tours, bus charters, and limousines.

Lafayette Limo

Lafayette Limo provides shuttle service from Lafayette and West Lafayette to the Indianapolis airport. The shuttle has five pick up locations within the community and travels round trip to Indianapolis nine times each day.

Lafayette Limo also provides charter bus service to anywhere in the continental United States and Canada. Individuals can contract for services and vehicles have chair and scooter lifts.

Reindeer Shuttle

Reindeer Shuttle provides shuttle service from West Lafayette to Chicago O'Hare Airport and the Indianapolis Airport. The shuttle has four pick up locations within the community and travels round trip to Chicago and Indianapolis five times each day.

ECS Transportation

ECS Transportation provides charter transportation service to anywhere in the continental United States. Individuals can contract for services and they have a variety of vehicle type in their fleet to match the service needed.

Intercity Bus and Rail Transportation

Greyhound, Hoosier Ride, and Amtrak have limited applicability to this Plan. Origins and destinations are outside of Tippecanoe County and they are fixed points both within and outside of Indiana.

Schools

Public and private schools operate in Tippecanoe County. Most students who attend public schools go to schools in the Lafayette, West Lafayette or the Tippecanoe School Corporation. Those who live in Shelby Township attend the Benton Community School Corporation. All four corporations provide varying degrees of bus service.

Eleven private schools operate in Tippecanoe County. They are:

Apostolic Christian Academy	Lighthouse Baptist Academy
Excel Center	Montessori School of Greater Lafayette
Faith Christian, First Assembly	Pleasantview Christian School
First Assembly Christian Academy	St. James Lutheran School
Lafayette Christian	TC Harris School
Lafayette Catholic Schools	

Only Faith Christian provides limited transportation services.

Churches

Many of the churches in Tippecanoe County provide transportation services to members and for non-religious community events.

III. Assessment of Transportation Needs

Community-wide transportation needs are often very different than the specific needs of individuals - especially older adults, those who have disabilities or with limited income. Assessing both of those needs followed a two-step analysis. First, staff conducted a community-wide demographic analysis to provide a geographic picture of all three targeted populations. Then, specific needs were identified from comments and discussions with participants during the public and Forum meetings.

Socioeconomic Assessment

The Area Plan Commission tapped several sources of demographic data to develop the following maps and analysis. Nearly all of the data came from the 2013-2017 American Community Survey (ACS). Due to the ACS being a random sample survey, the data could only be shown by Census Tract. The Census does not provide the data by block or block group. Employment data came from the 2019 download of InfoGroup USA data.

Community-wide Demographics

The population of Tippecanoe County was estimated to be 186,081 in 2017, which is a 7.7% increase from 2010 (172,803 persons). Another important piece of information is the number of homes or dwelling units. The 2013-2017 ACS data identified 74,721 housing units in the County of which 68,771 of them were occupied. With 5,950 being vacant, the vacancy rate is 7.9%. In 2019, there were 95,474 non-farm jobs in Tippecanoe County.

The Elderly Population

There were 186,081 persons counted in Tippecanoe County during the 2013-2017 Census American Community Survey. Of that number, 19,806 persons were 65 and older. This group accounted for 10.6% of the population. Compared to national statistics, this is less than the national average of 13.4%.

Figure 3 shows the geographical distribution of seniors and the distribution is fairly scattered throughout the County. Three Census Tracts had over 1,000 persons who were 65 and older. Two of them are located in the suburban fringe with one of them on the northern fringe of West Lafayette (1,350) and the other on the southern fringe of Lafayette (1,089). Even more interesting is that the third Tract is in the unincorporated county - Perry Township (1,065).

There are three times as many Tracts which have an elderly population between 750 and 1,000 persons. Some are located within Lafayette (downtown, Wabash Avenue, between Beck Lane and Teal Road and on the northeastern fringe west of I-65). Four Tracts are located within West Lafayette (north of Cherry Lane and west of US 231). Two are located within the County (west central and northeastern areas).

By looking at the percentage of persons in this age group versus total population, a slightly different picture emerges, **Figure 4**. There was only one Census Tract in which the elderly comprised a significant percentage of the total population and that was the Tract north of West Lafayette. 31.1% of the population was 65 and older.

Another interesting fact that emerges is that there are five rural Census Tracts in which the elderly population comprises between 12% and 17% of the total Tract population. They are located to the west, north and east of the two cities. The Tract with the greatest percentage, 16.5 %, includes Wayne, Union and a small portion of Wabash Township.

Figures 5 through **7** show those persons in this age group who are disabled, who live in poverty and who are disabled and also live in poverty. There are various concentrations of these groups around the County. There is one Tract in particular that has a concentration of persons in all three groups and it is located east of Sagamore Parkway, west of Creasy Lane, north of McCarty Lane and south of Greenbush Street.

Focusing first on persons who are 65 and older and disabled, there are 6,950 persons in this age group that have a disability. That translates to 36.7%. **Figure 5** shows their distribution throughout the County. The Tract that was just mentioned, the one located on the southside of Lafayette, and Perry Township are the three Tracts that have the largest number of persons in this group. The Tract on the southside had the largest concentration with 514 persons and the other two had 387 and 377 persons, respectively.

The Census information states that there are 845 persons who are 65 and older and that also live in poverty. **Figure 6** shows their distribution throughout the county. The Tract located just east of Sagamore Parkway had the largest concentration with 91 persons. The other Tract in Lafayette had 61 persons and the one in West Lafayette had 55 persons. One rural Tract, which is located in western Tippecanoe County, had 46 persons.

The last map, **Figure 7**, shows where those persons live who are 65 and older, that have a disability and also live in poverty. There are 414 persons in Tippecanoe County who are in this group, which accounts for 2.2% of those persons who are 65 and older. **Figure 7** shows population concentrations for this group in two Tracts: one just east of Sagamore Parkway in Lafayette and the other between Teal Road and Beck Lane. The other areas with a concentration are located on the east side of Lafayette and in the northwest rural portion of the County. There is one interesting observation when comparing this figure to **Figure 5**. As mentioned previously, the one Tract on the far southside of Lafayette that shows a concentration of persons who are 65 and older and have a disability. But when poverty is factored in, there are very few persons in this Tract who live in poverty, who are 65 and older, and also have a disability.

Figure 3

Number of Persons Who are 65 and Older
by Census Tract

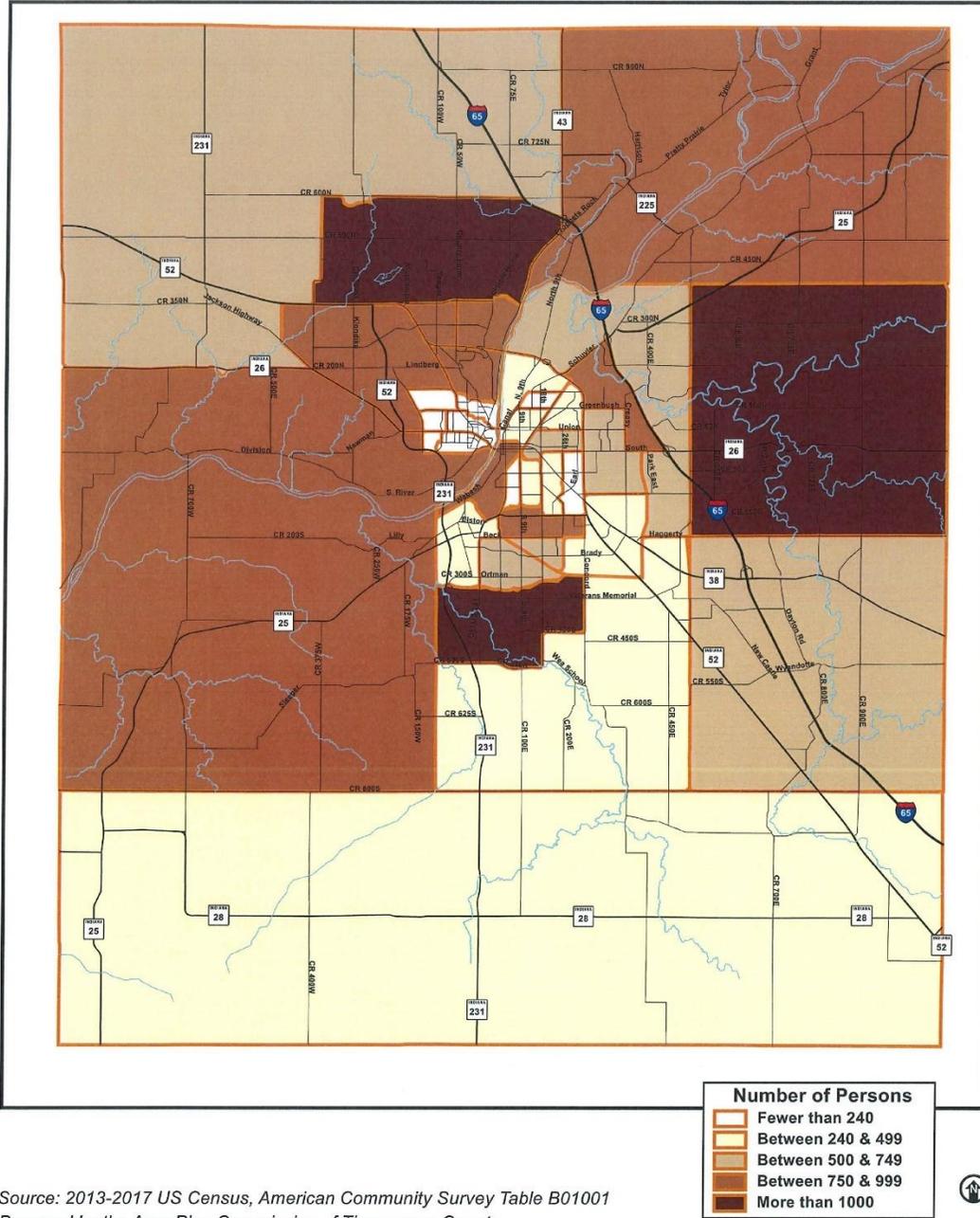
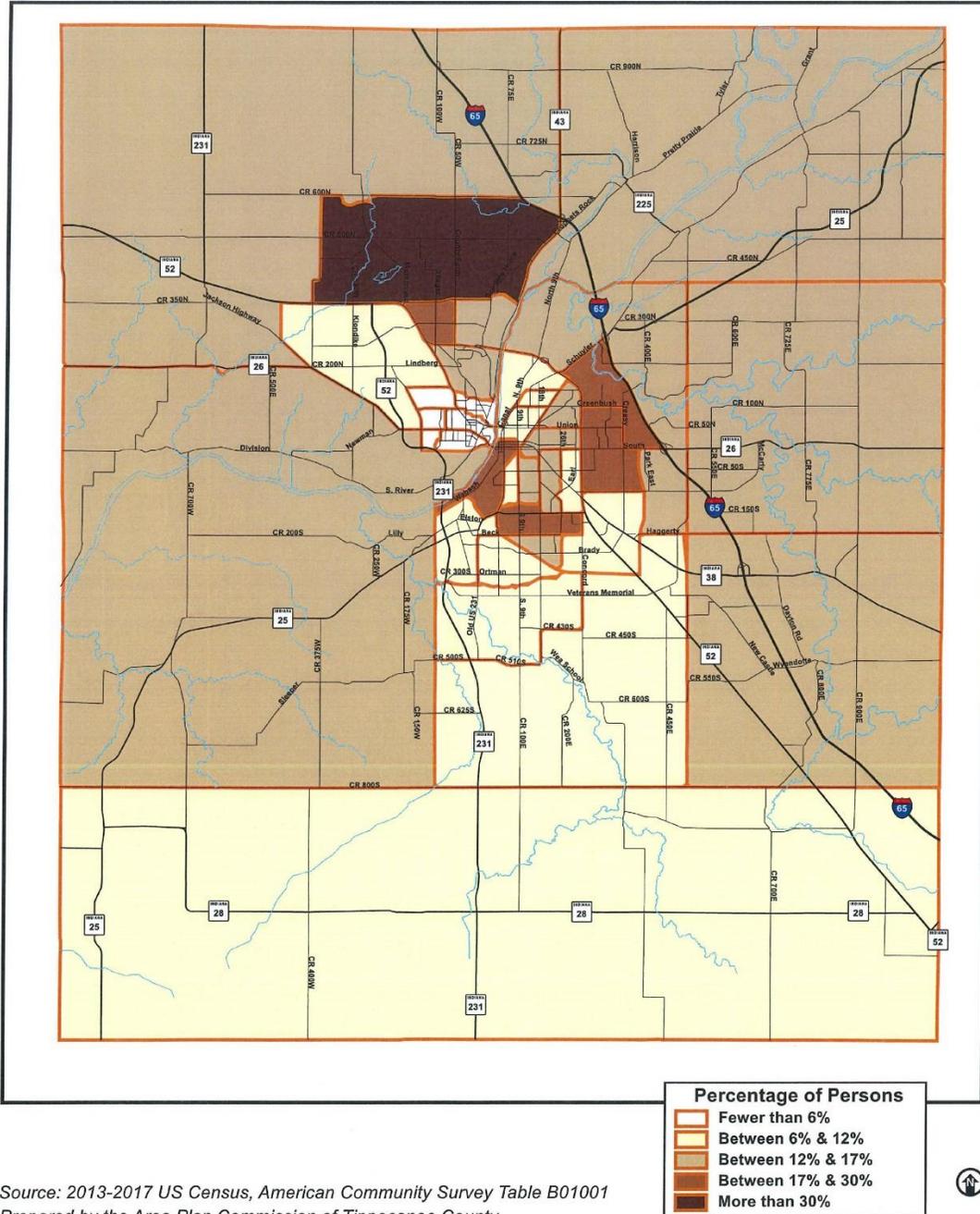


Figure 4

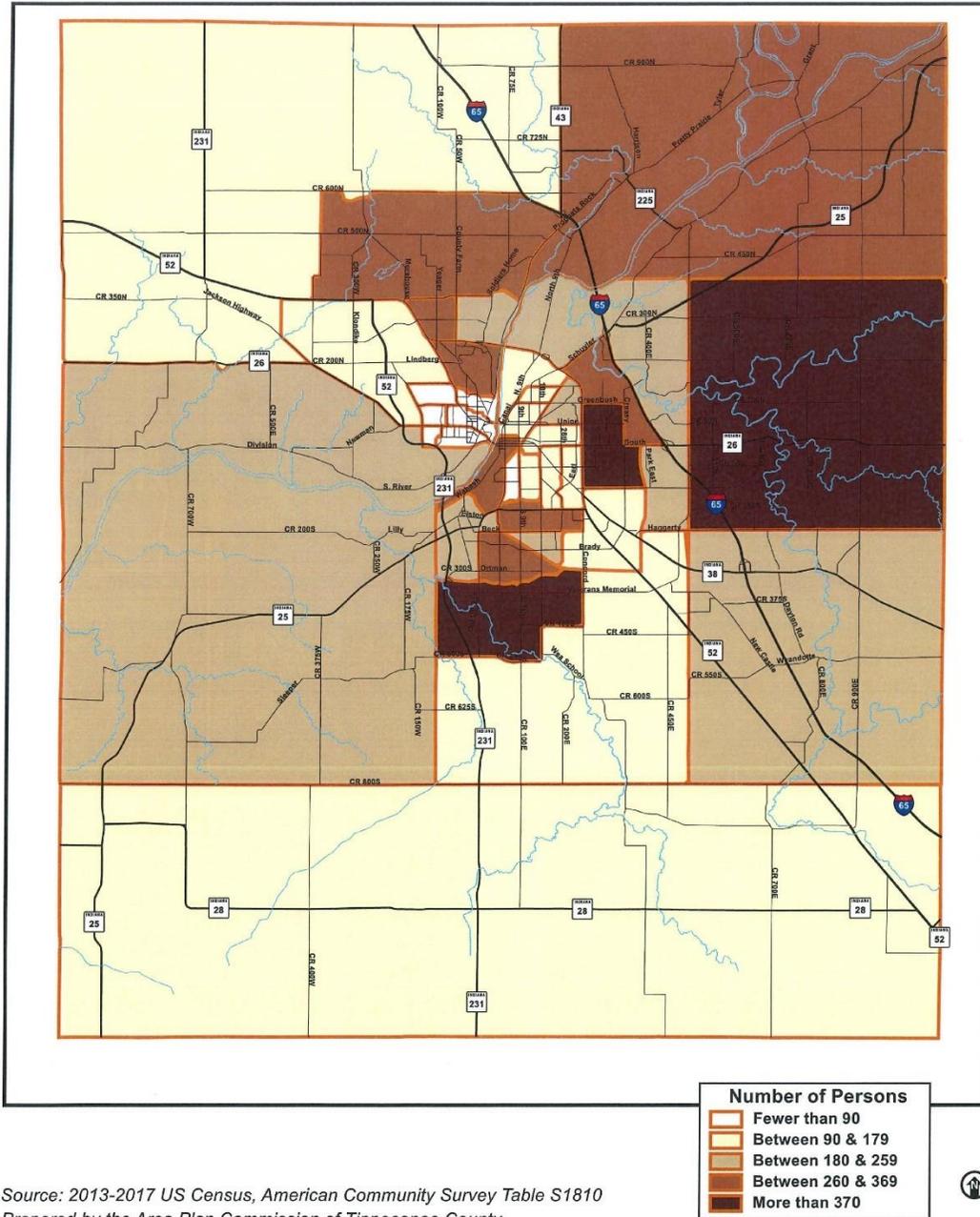
**Percentage of Persons Who are 65 and Older
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table B01001
Prepared by the Area Plan Commission of Tippecanoe County

Figure 5

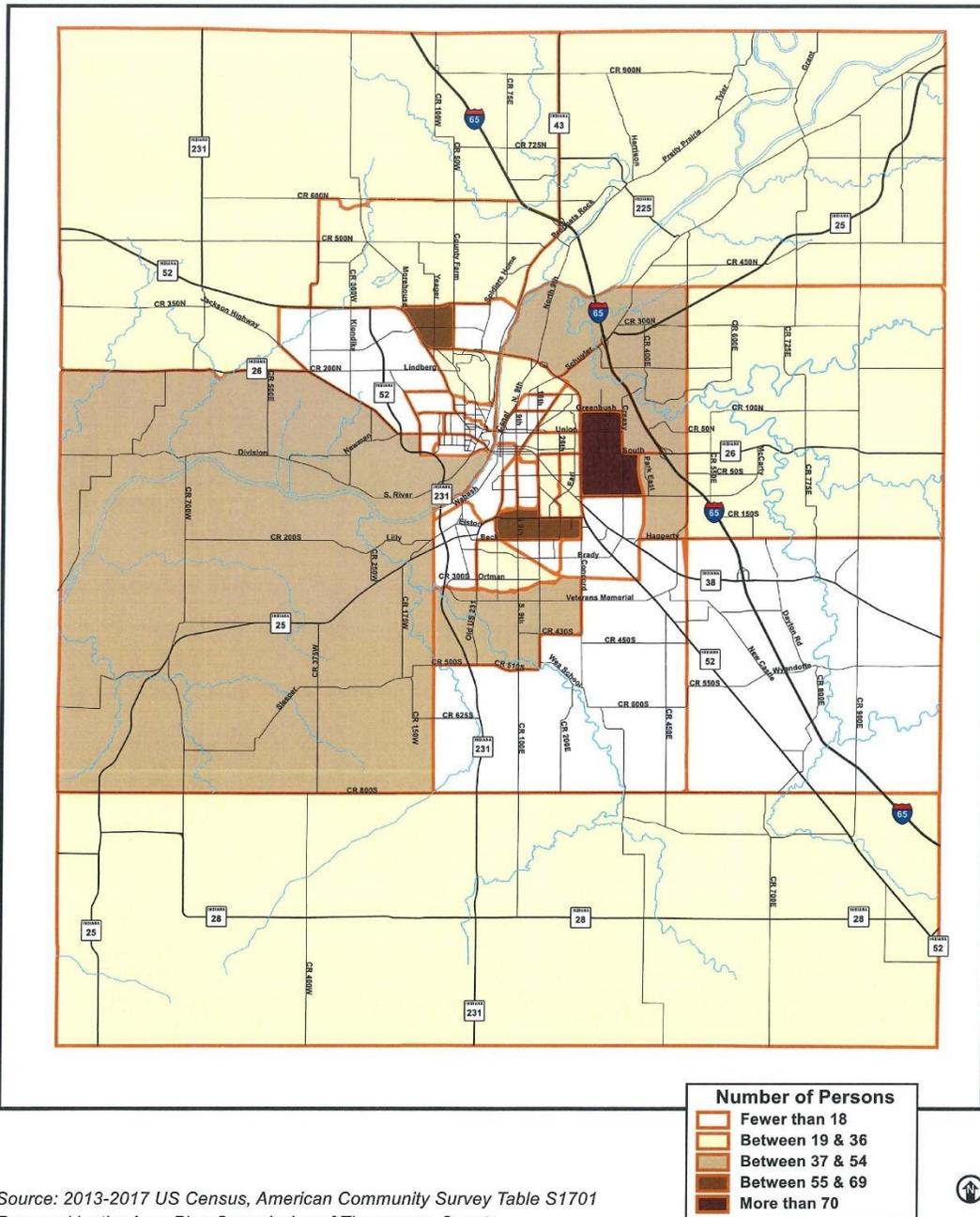
Number of Persons Who are 65 and Older and Disabled by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S1810
Prepared by the Area Plan Commission of Tippecanoe County

Figure 6

Number of Persons Who are 65 and Older and Living in Poverty by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S1701
Prepared by the Area Plan Commission of Tippecanoe County

Disabilities

The Census ACS provides demographic information about persons with disabilities and three maps have been created showing where they live in Tippecanoe County. The first two maps show the distribution by total numbers and then by percentage. The third map includes those who have a disability and live in poverty.

According to the Census ACS, there are 19,745 persons in the County who have a disability. That is 10.7% of the population. **Figure 8** shows where they live and there are three Tracts that have concentrations of this population. They are all located on the southside of Lafayette. The Tract with the largest number is located south of the Elliott Ditch and that Tract had a population of 1,028 persons. The other Tracts had a population of just over 900 in each one.

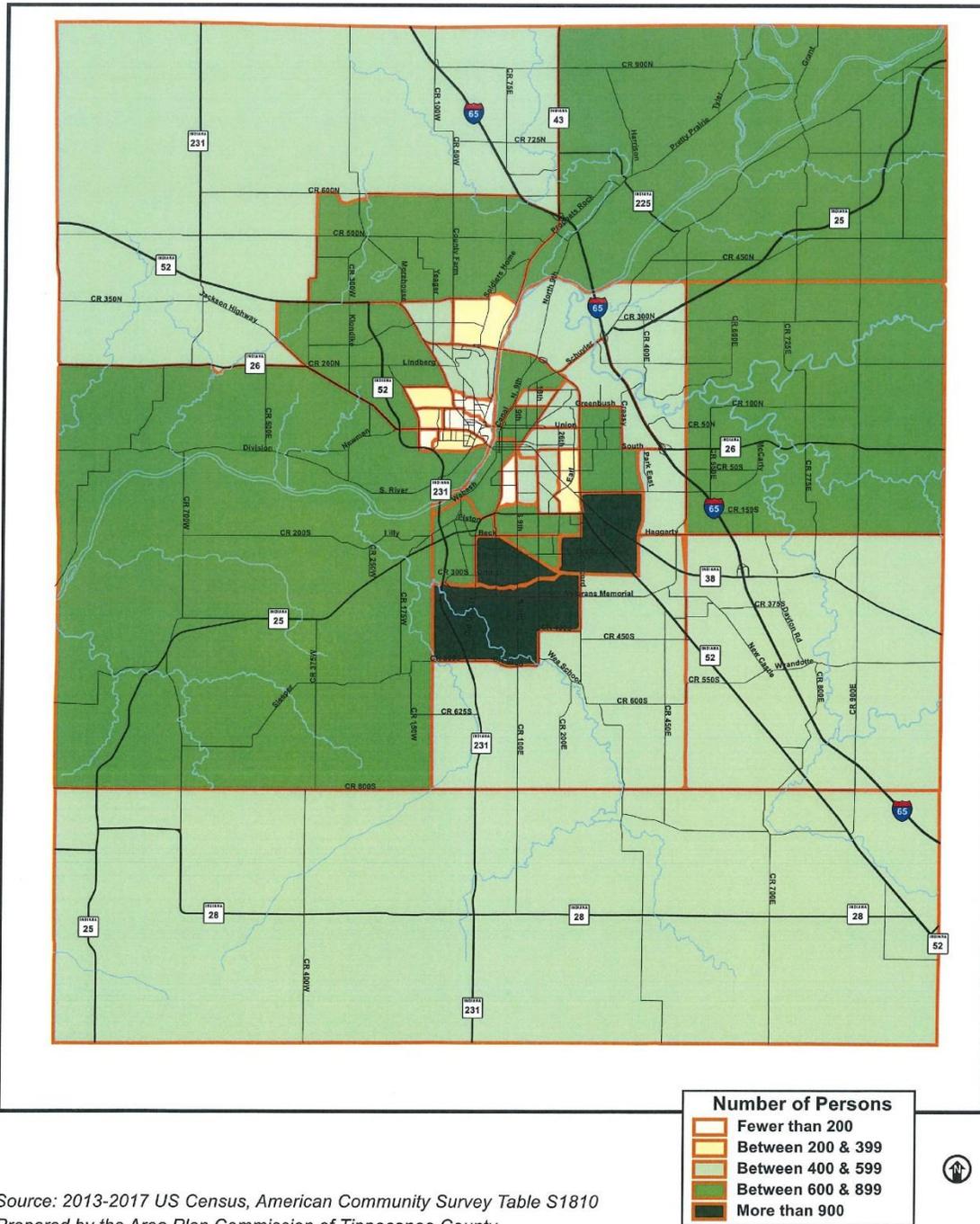
Interestingly, The Tracts with the lowest concentration of this population are the Purdue Campus, just east of Campus and a couple of Tracts in Lafayette.

Figure 9 show a completely different picture when looking at the percentage of those who are disabled when compared to the total tract population. The concentrated areas shift to the north side of Lafayette. Over a quarter (25.6%) of the population in the Tract along North 9th Street and Schuyler Avenue reported persons with a disability. The Tract immediately south had the second largest concentration (22.7%) of persons that have a disability. Tracts that have over 15% of the population who were disabled were all located in Lafayette.

The last comparison looks at county residents who are both disabled and live in poverty. The Census ACS shows that population to be 3,966 persons, or just over two percent of the population (2.3%). There are two Tracts where the population is concentrated. The one in Lafayette is in the downtown area and the Census ACS reported 472 persons lived in this Tract. That's nearly twelve percent of the population who are disabled and live in poverty. The Tract in West Lafayette is located on the western fringe and there are 343 persons with a disability living in this Tract. That's nearly nine percent of the population. **Figure 10** shows the geographical distribution.

Figure 8

**Number of Persons with a Disability
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S1810
Prepared by the Area Plan Commission of Tippecanoe County

Figure 9

**Percentage of Persons with a Disability
by Census Tract**

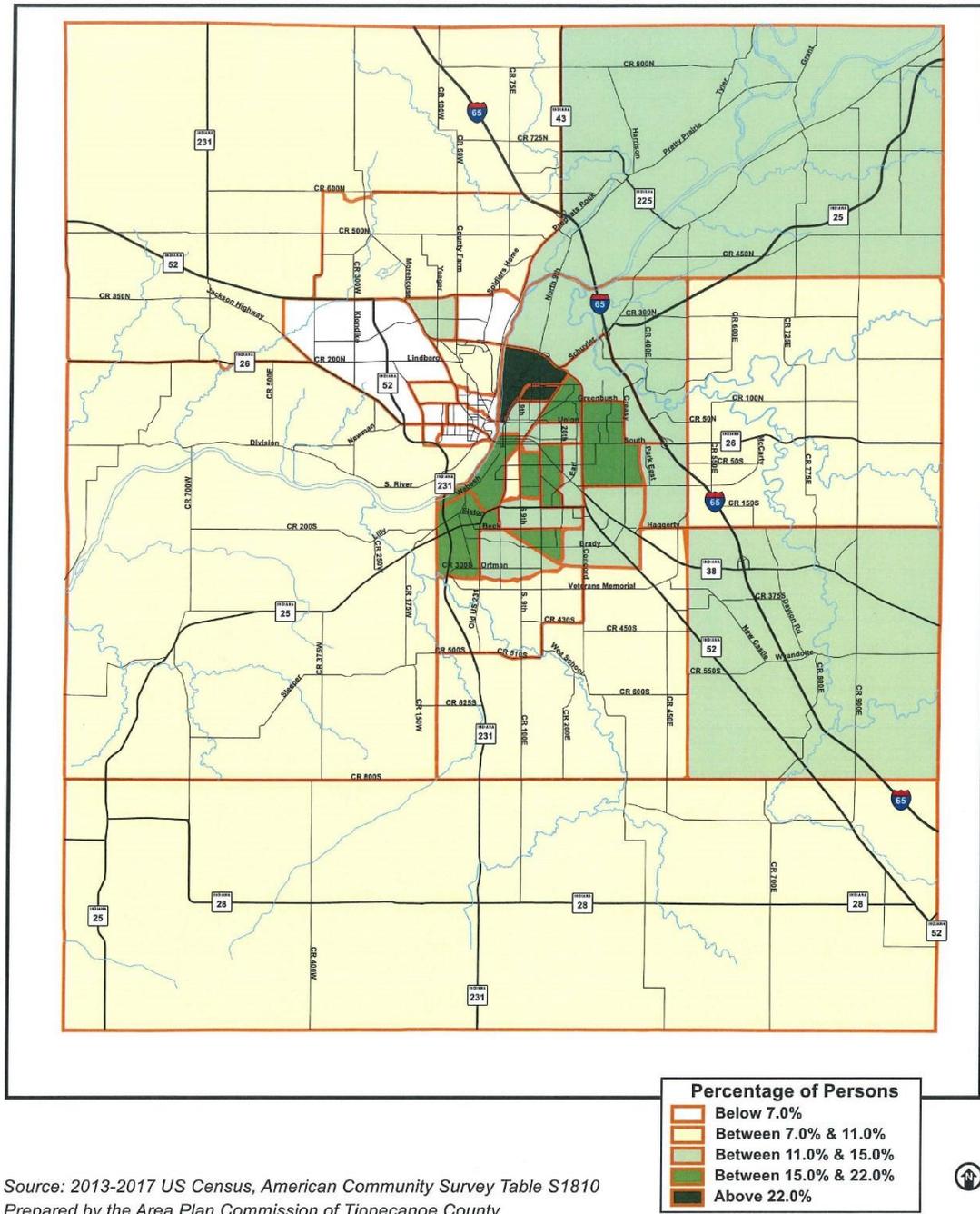
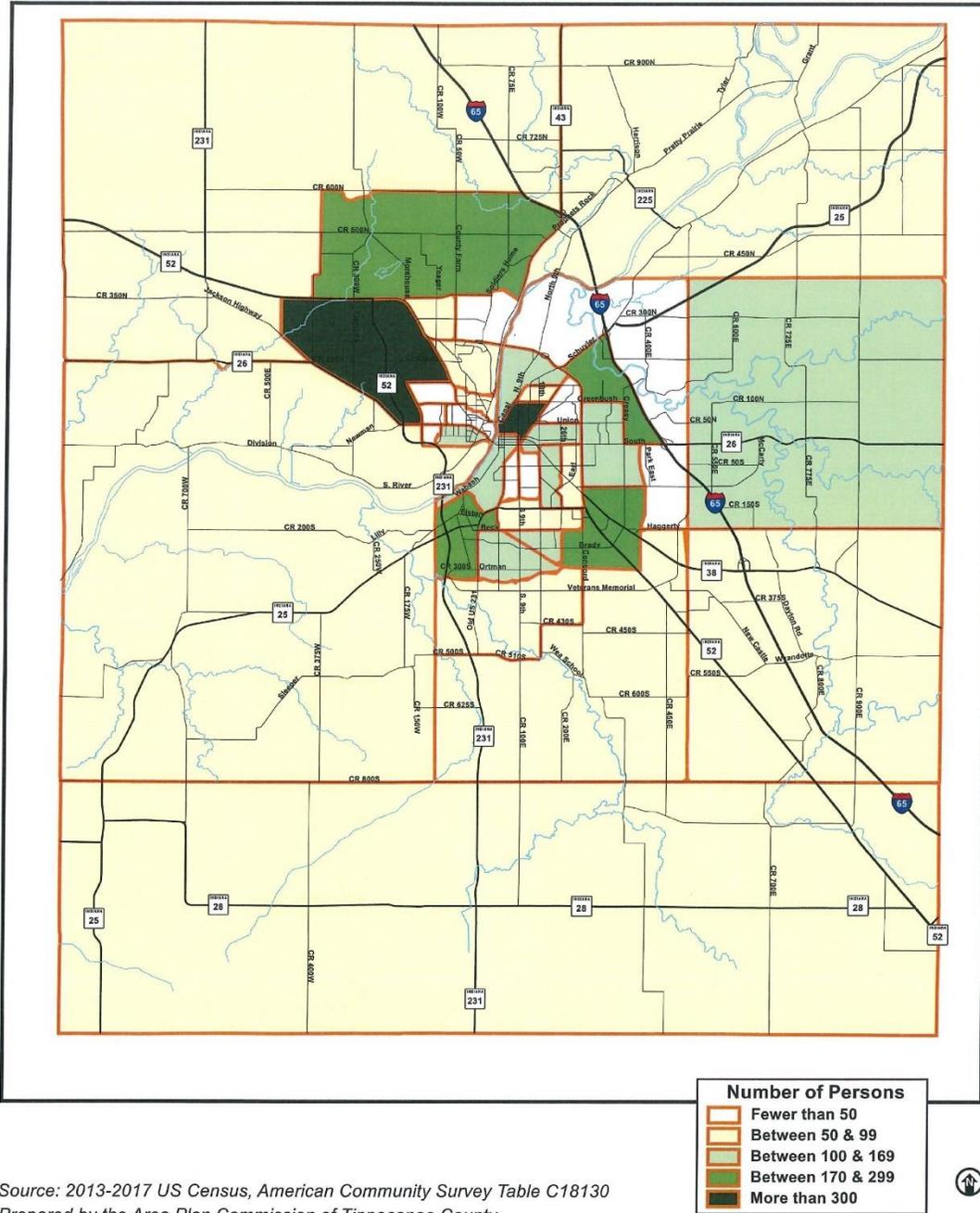


Figure 10

Number of Persons with a Disability and Income Below Poverty by Census Tract



Poverty

Poverty exists at various levels. Whether persons or households earn substantially less, just under, or slightly more than the poverty level, their transportation needs can be challenging. The following maps and analysis provide a snap shot showing the geographical distribution of those who are living in poverty. This report contains a five-map series review with the first two maps showing total population and the percentage of the population living in poverty. The other three maps show where those persons who are in poverty live, and whether they work full time, part time or do not work at all.

The 2013-2017 Census American Community Survey identified 35,575 persons in Tippecanoe County living in poverty. That is 20.9% of the population. Compared to the national average of 15.4%, Tippecanoe County has a slightly larger percentage of persons living in poverty. Persons living in institutions, military group quarters, or college dormitories are not included.

Figure 11 shows the geographic distribution of those persons living in poverty by Census Tract. There is one census Tract that contains over 4,600 persons living in poverty and it is located just west/northwest of the Purdue campus. The other Tract that had a very large population is located on the eastern edge of campus in the Chauncey Village and Levee Plaza area. There were over 3,600 persons living in that Tract who were below the poverty level.

There are two additional Tracts where more than 2,800 persons live who are below the poverty level. One is located on and adjacent to the eastern side of the Purdue Campus and south of State Street (2,866 persons), and the other is located in the northern suburban fringe of West Lafayette (2,834 persons). These geographic areas suggest they are comprised of mostly students living off campus. The areas north and west of West Lafayette and immediately south and east of the Purdue campus contain large student apartment complexes.

Also of significance are five census Tracts that each had over 1,000 persons in poverty. **Figure 11** shows them located in downtown Lafayette, the Elston/Old Romney Road area, the area east and southeast of Lafayette around Creasy Lane, US 52 and SR 38 and two Tracts in West Lafayette that are north of Meridian Street and south of Sagamore Parkway. The downtown area and the Tract in southeast Lafayette each had over 2,000 persons in poverty.

Figure 12 shows the percentage of the population in poverty for each Tract. The largest concentrations are located east and north of the Purdue Campus. Approximately 80% of the population in each Tract is living in poverty. Again, these areas are where Purdue students live. The other Tracts that had a significant percentage (greater than 40%) were just a bit further from the Purdue campus with the exception of the one in Lafayette. The

Census ACS reported that the downtown Tract had 40.9% of the population living in poverty.

The Census ACS also reported poverty information by work classification. Of the 35,575 persons who lived in poverty, 28,921 of them were 16 years old or older. According to the ACS, 1,899 persons lived in poverty and worked full time (6.6%). There were 16,435 persons who lived in poverty and worked part-time (56.8%). The remaining 10,587 persons (36.6%) did not work.

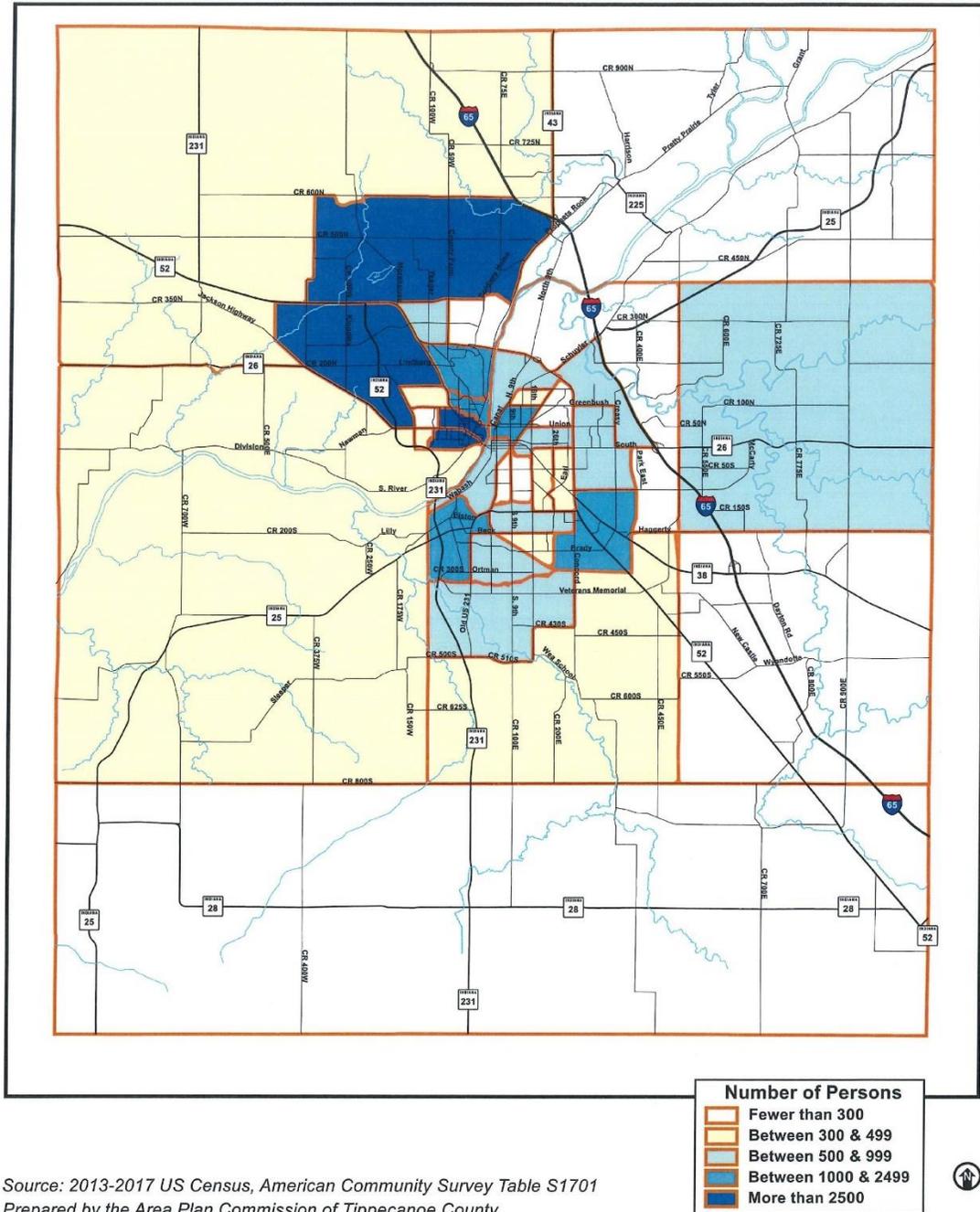
Figure 13 shows where persons who live in poverty and work full time. There were four Tracts that each had over 140 persons living there. One Tract was located in West Lafayette that was west and north of the Purdue campus. The three Tracts in Lafayette were located immediately east of Sagamore Parkway and on the far southside of the city. Interestingly, 77 individuals who lived in poverty and worked full time lived in one rural Tract, Perry Township.

Of the three work categories, working part time encompassed the largest number of people. There were three Tracts that contained a concentration of persons in poverty and they were located both west and east of the Purdue campus. Each Tract had over 2,000 persons in poverty, with the Tract west of campus having the largest number with 2,606 persons. **Figure 14** shows where these people live.

The last figure in this series, **Figure 15**, looks at where person who live in poverty and do not work live. The Census ACS reports 10,587 persons are in this category. This is just over a third of the population who are 16 and older and live in poverty. The Census shows two Tracts where they are concentrated, and they are west and northwest of the Purdue campus (1,408 persons) and north of West Lafayette (1,321 persons). Just over 1,000 persons in poverty lived just east of the Purdue campus and 982 persons lived in downtown Lafayette.

Figure 11

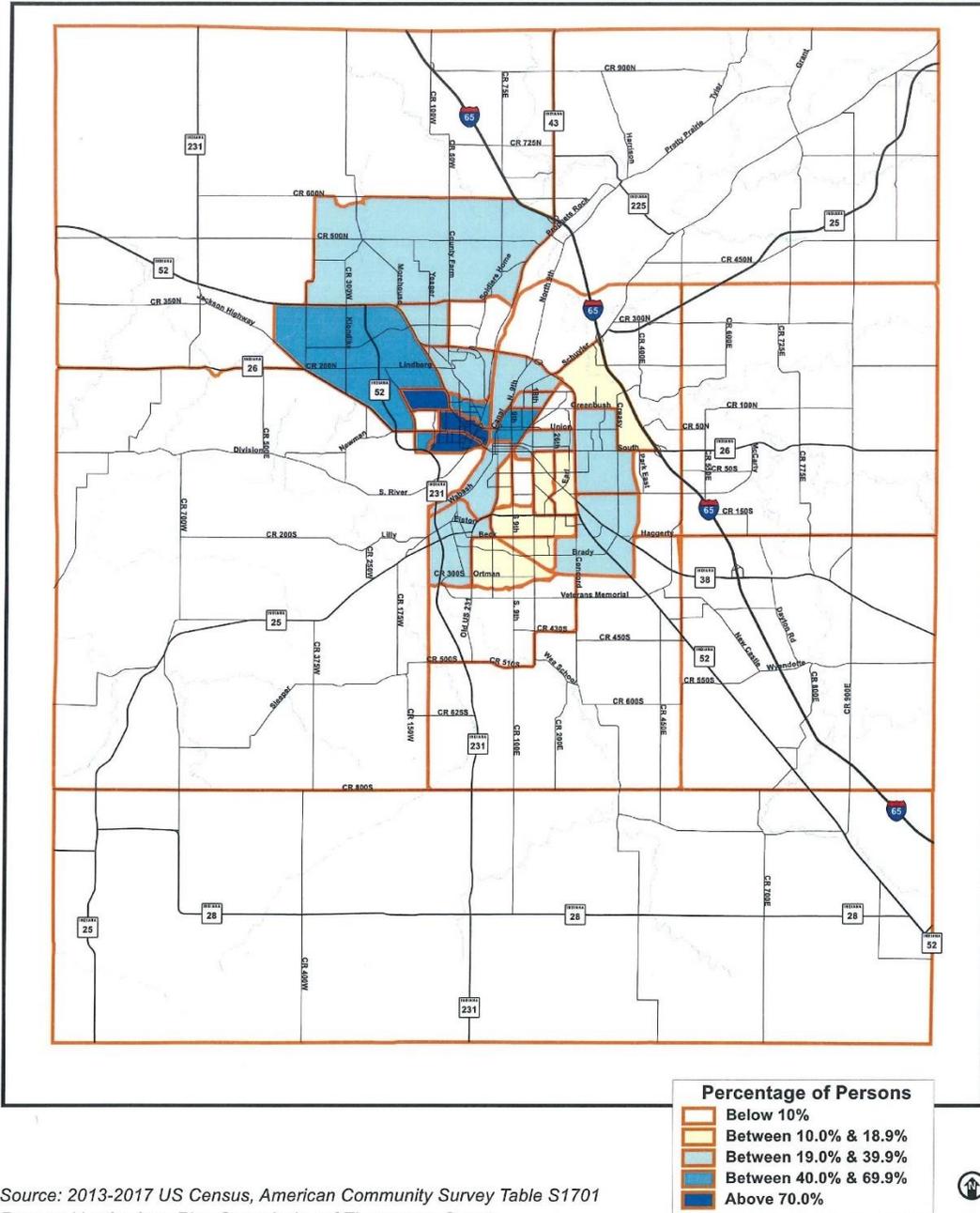
**Number of Persons Living in Poverty
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S1701
Prepared by the Area Plan Commission of Tippecanoe County

Figure 12

**Percentage of Persons Living in Poverty
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S1701
Prepared by the Area Plan Commission of Tippecanoe County

Figure 13

Number of Persons Working Full Time and Living in Poverty by Census Tract

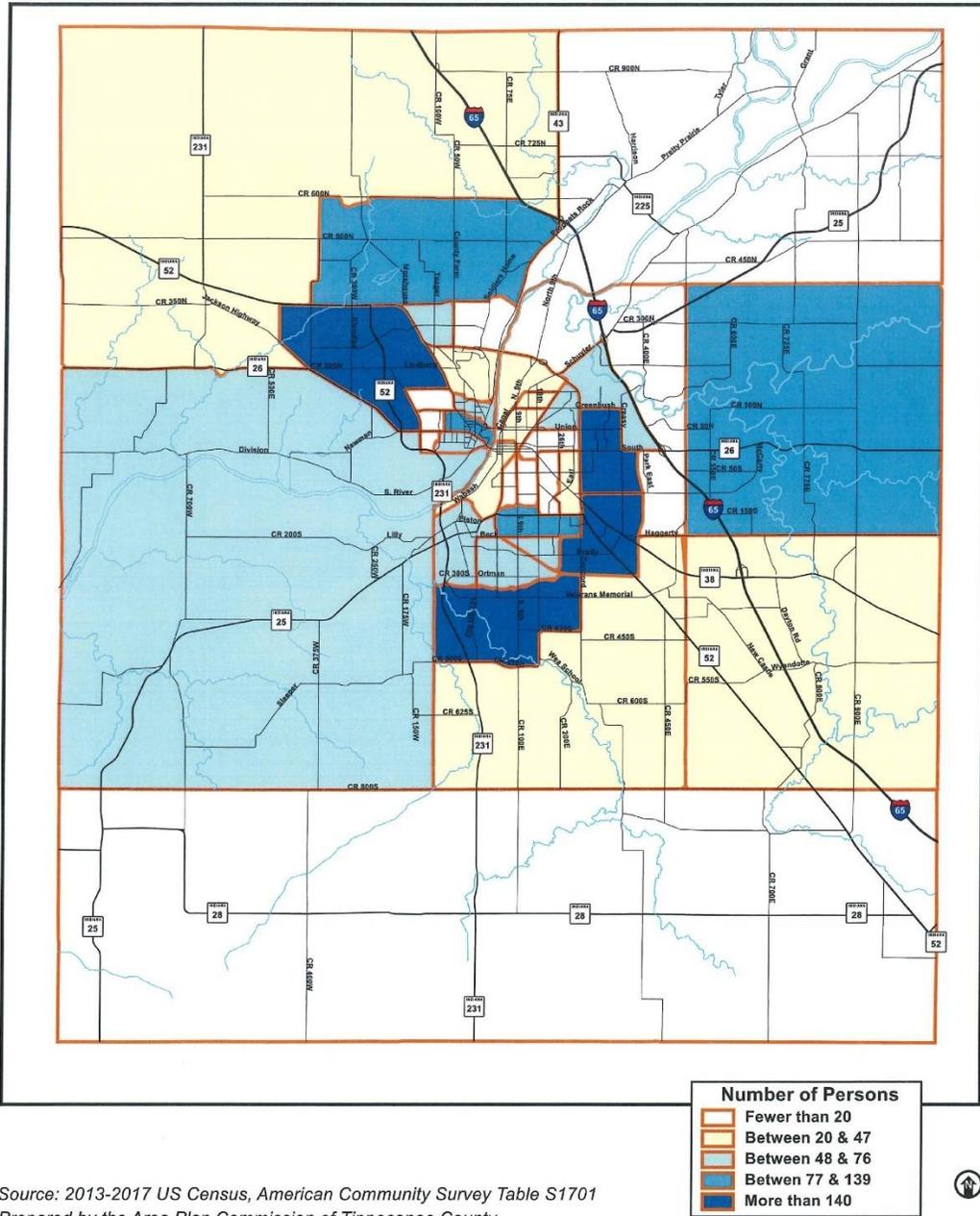


Figure 14

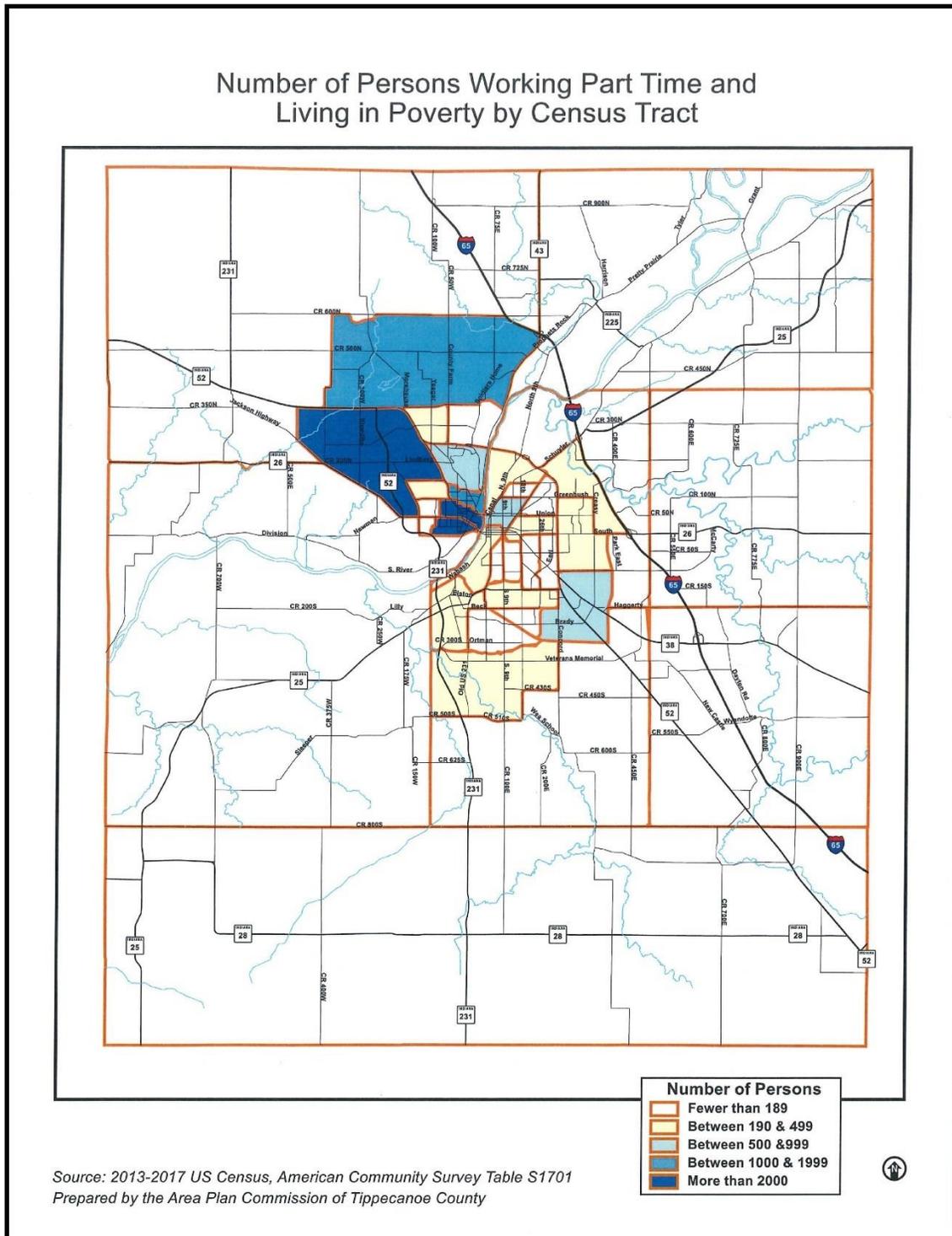
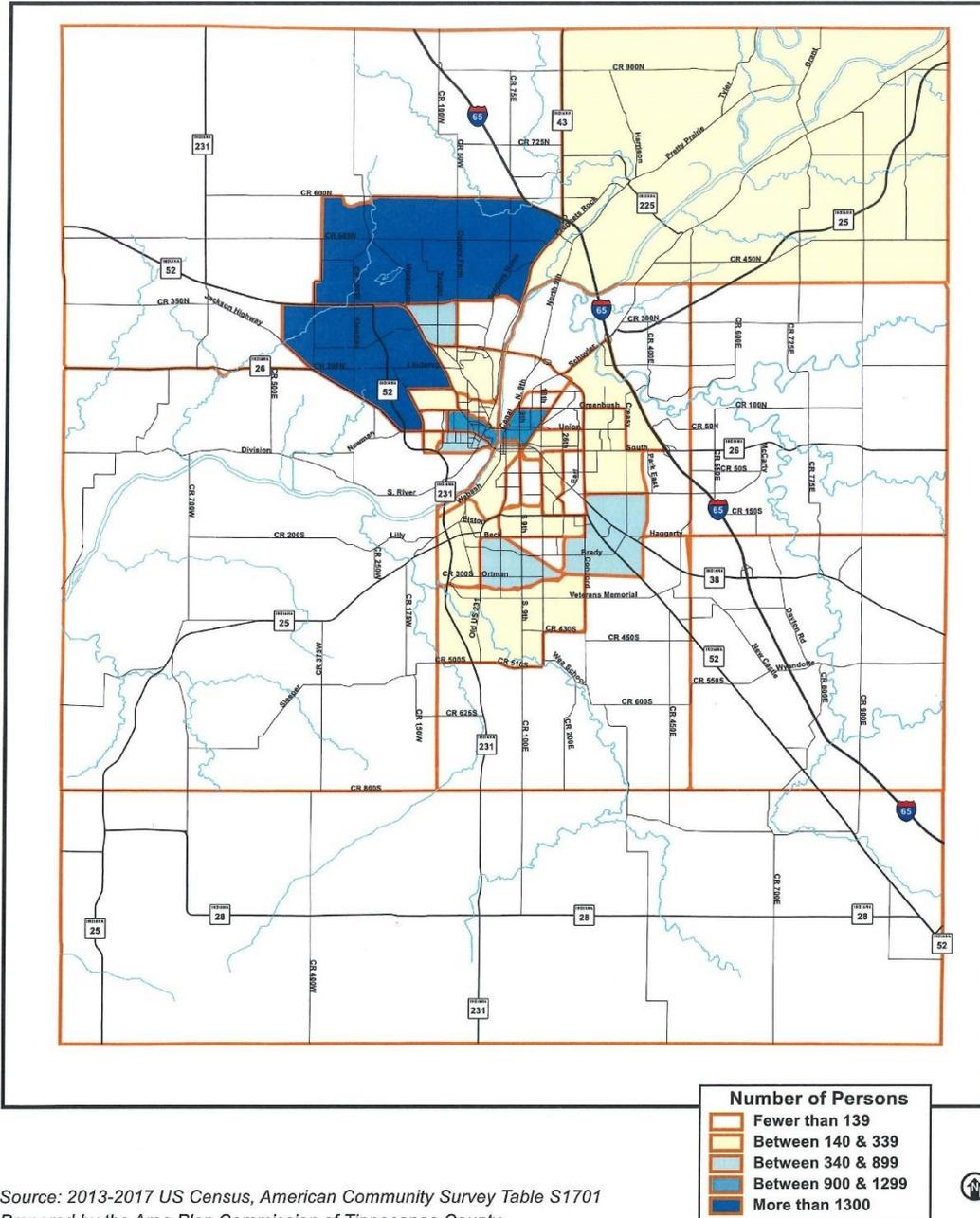


Figure 15

Number of Persons Not Working and Living in Poverty by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S1701
Prepared by the Area Plan Commission of Tippecanoe County

Auto Ownership

Households that have at least one vehicle available have more transportation options. Households that do not have access to a vehicle must rely on friends, relatives or public transportation. Identifying the areas where there are concentrations of households with no vehicles or only one vehicle available can help identify where additional services are needed.

The Census ACS tells us that there are 4,936 households that do not have a vehicle available to use. When compared to the total number of households in the county, 68,771 households have no vehicles. That just over seven percent (7.2%). Nearly eleven percent, or 530 households are in the downtown Lafayette Census Tract (**Figure 16**). There were two Tracts in Lafayette and three Tracts in West Lafayette that had over 300 households without a vehicle.

The number of households that had only one vehicle (24,649) was significantly more than those with no vehicles. This means that just over a third of the households in the county had only one vehicle available. The concentrations of these households are in two Tracts (**Figure 17**). The one in Lafayette contained 2,042 households and the one in West Lafayette contained 1,878 households. Interestingly, there were three rural Tracts that each had over 600 households with only one vehicle and they were located directly northeast and east of Lafayette and on the western side of the county.

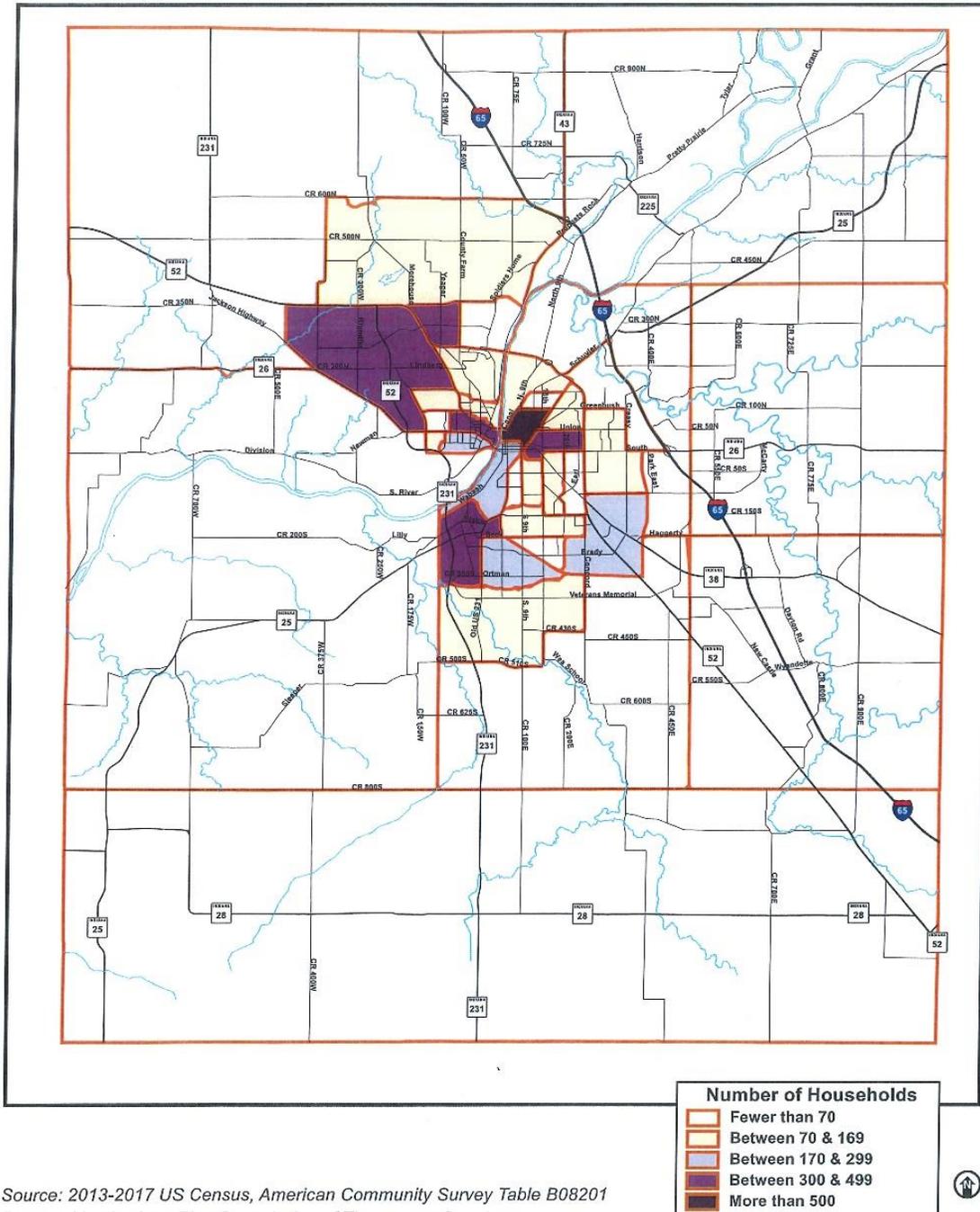
Getting to work on time with only one vehicle available can be challenging. It's even more so when there are no vehicles available. The Census ACS tells us there were 3,141 workers in the county who did not have access to a vehicle. That's 3.7% of the workforce. A larger number of workers, 20,619, only had access to one vehicle. That's 24.4% of the workforce.

Figures 18 and 19 show where workers live that have either no vehicles or only one vehicle available. The two areas where there were concentrations of workers who did not have access to a vehicle were just east of the Purdue campus in West Lafayette and the area in Lafayette between Union and South Streets and the old rail corridor and Sagamore Parkway. Three Census Tracts had over 200 workers who had no access to a vehicle and they are in downtown Lafayette, adjacent to and south of the Tract east of the Purdue campus and northeast of the Purdue campus.

The picture changes slightly when looking at where working persons live that have only one vehicle available. In Lafayette the concentrated area is in and around the mall and in West Lafayette its northwest of the Purdue campus. There were four more Tracts in Lafayette that had over 900 workers with access to only one vehicle and they were located on the southside of town, in the downtown area and along Wabash Avenue. In West Lafayette, the Tract to the north also had over 900 workers with access to only one vehicle.

Figure 16

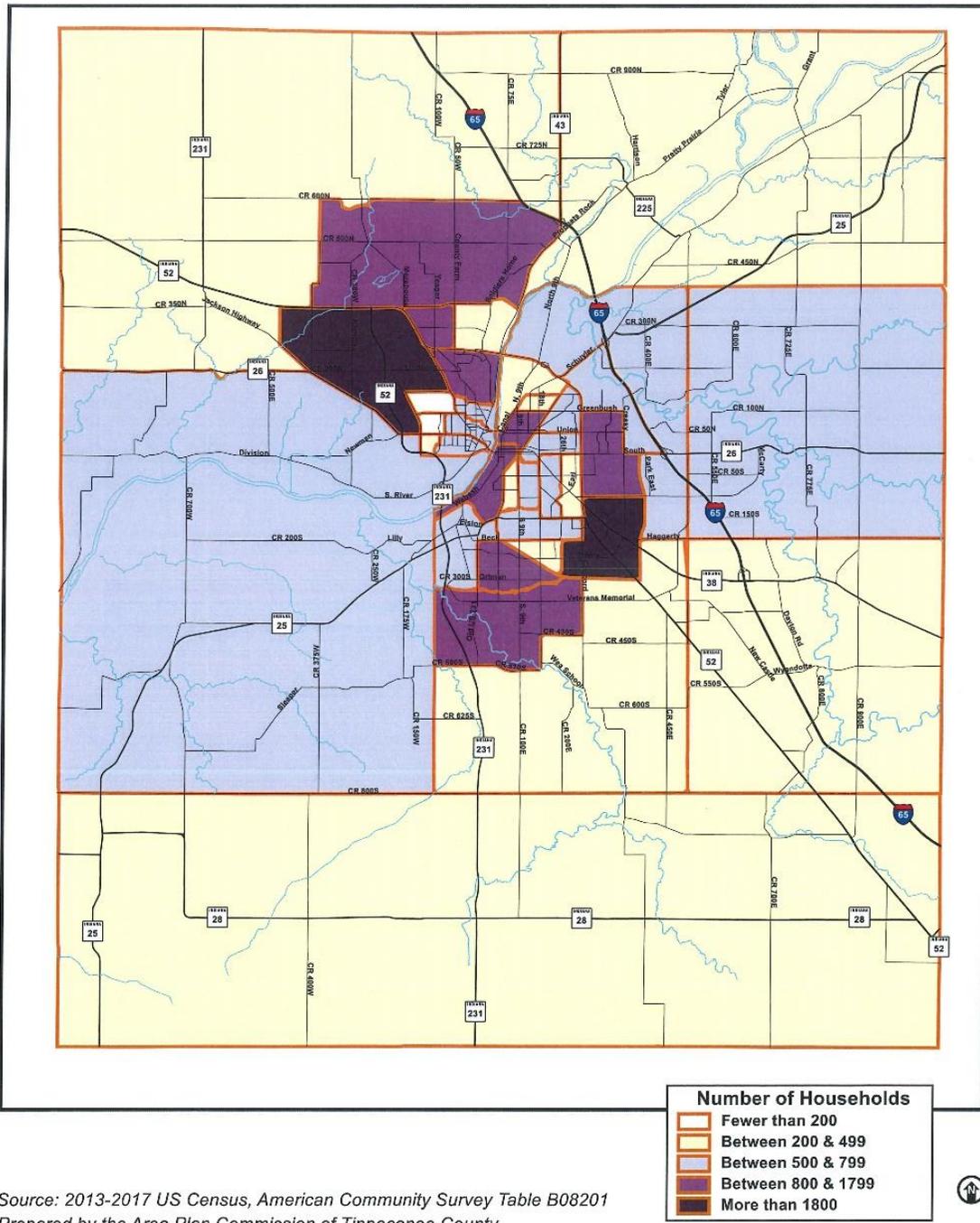
**Number of Households with No Vehicles
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table B08201
Prepared by the Area Plan Commission of Tippecanoe County

Figure 17

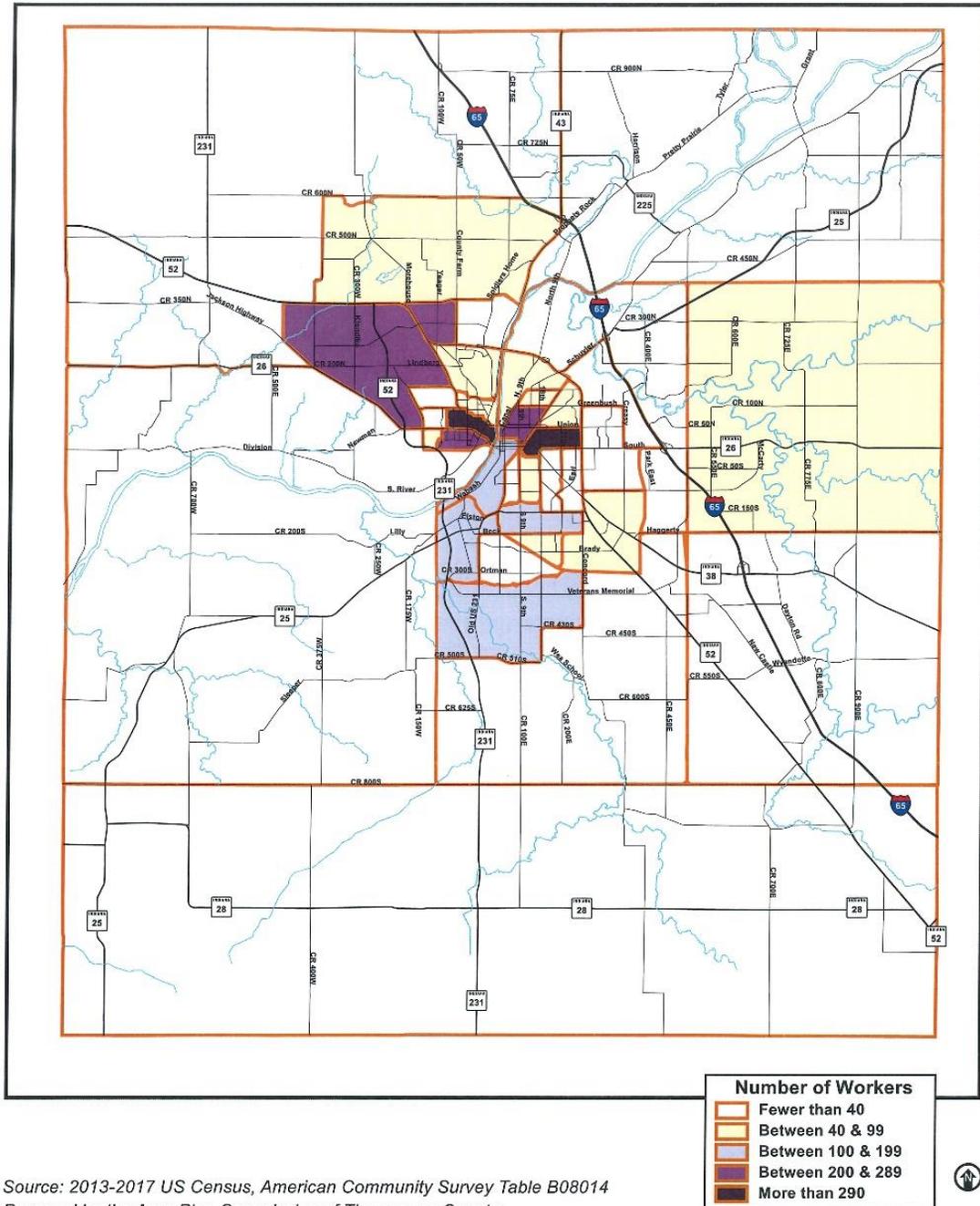
**Number of Households with Only One Vehicle
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table B08201
Prepared by the Area Plan Commission of Tippecanoe County

Figure 18

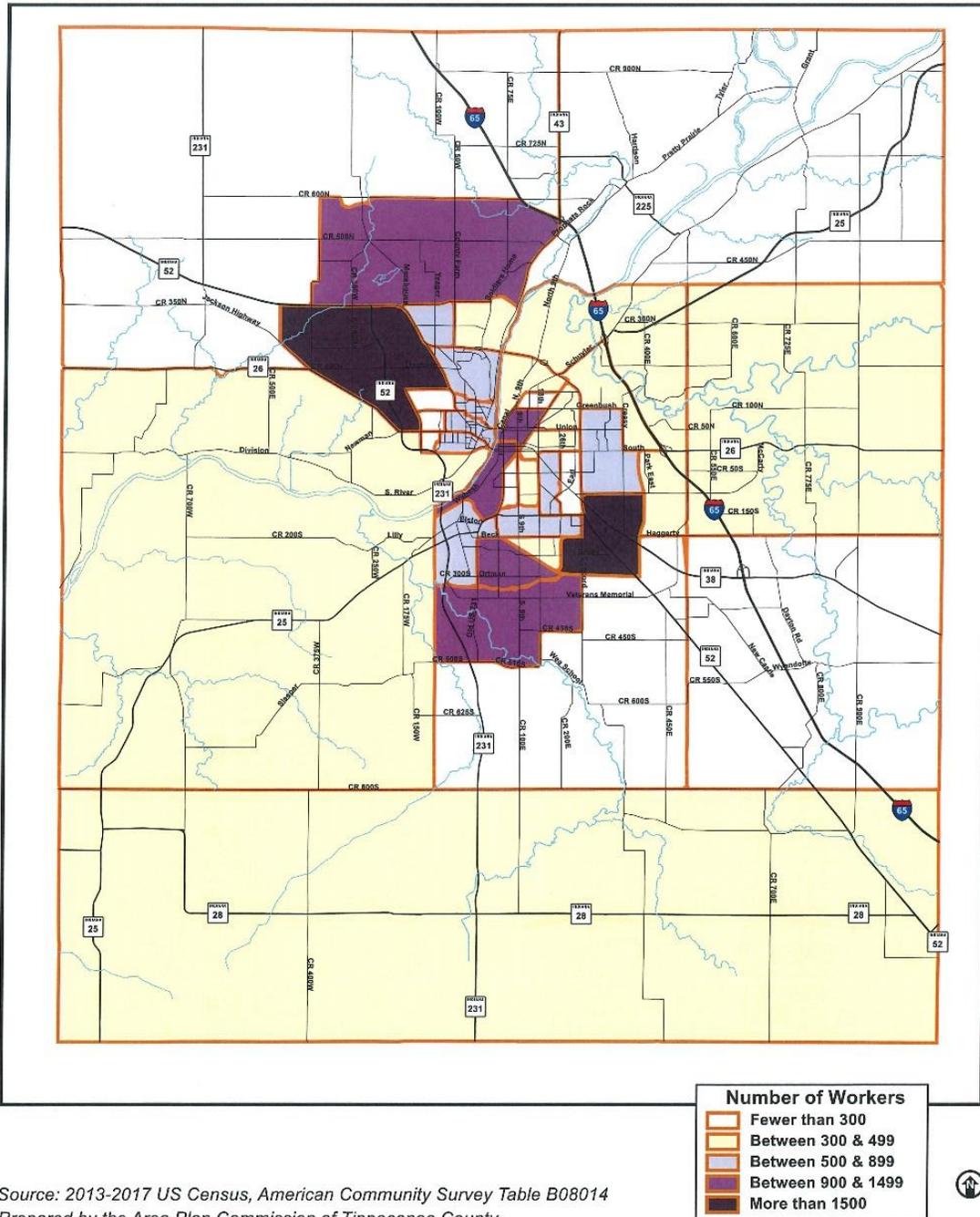
Number of Workers 16 Years and Older with No Vehicles Available by Census Tract



Source: 2013-2017 US Census, American Community Survey Table B08014
Prepared by the Area Plan Commission of Tippecanoe County

Figure 19

Number of Workers 16 Years and Older with Only One Vehicle Available by Census Tract



Source: 2013-2017 US Census, American Community Survey Table B08014
Prepared by the Area Plan Commission of Tippecanoe County

Housing

A new map series included in this report encompasses housing. For housing type, we looked at dwelling units that are occupied, those that are owner-occupied and those that are renter-occupied. Furthermore, this analysis factors in income by the three housing types. The last two maps, low-income by owner and renter-occupied housing are the most interesting because they show us where those low income persons live who either own the home, more especially, where those who live and rent the home. This is another way to identify where individuals who live in poverty are located.

While the Census ACS gives us home ownership information, it also includes the type of ownership by household income. Household income is broken down by the Census into various levels. For this analysis, households with an income of \$15,000 or less was chosen.

There's a reason why this specific income was chosen, and it was based on the Census's poverty data. According to the Census, in 2017 the threshold for a person who is younger than 65, the poverty threshold is \$12,752. For two people who are younger than 65 and with no children, the income amount is \$16,414. And for one adult with one child, it's \$16,895. With the poverty income of the three groups at \$13,000 to \$17,000, it was decided to look at households with an income of \$15,000 or less.

The first two maps look at occupied housing units irregardless of ownership. **Figure 20** shows where all the housing units are in Tippecanoe County. The two areas with the largest concentrations of housing are northwest of the Purdue campus (5,127) and on the southside of Lafayette (4,357). There were three Tracts with a concentration of more than 3,000 each and they were located north of West Lafayette, by the Tippecanoe Mall and in Perry Township. The areas of concentration that were third and fourth are either near the Purdue campus, or the tract by the Tippecanoe Mall. **Figure 21** show the distribution. In Tippecanoe County there were 10,513 occupied housing units with an income of less than \$15,000 which is 15.3%.

Figure 22 looks at owner-occupied housing units. The Tract south of Lafayette, again, contains the largest concentration owner-occupied housing units (3,312). The Tract northwest of the Purdue campus does contain a substantial number of housing units (1,973). There were two Tracts that had over 2,000 units and they were in rural Tippecanoe County – Perry Township and Tippecanoe Township. They had 2,415 and 2,065 owner-occupied housing units.

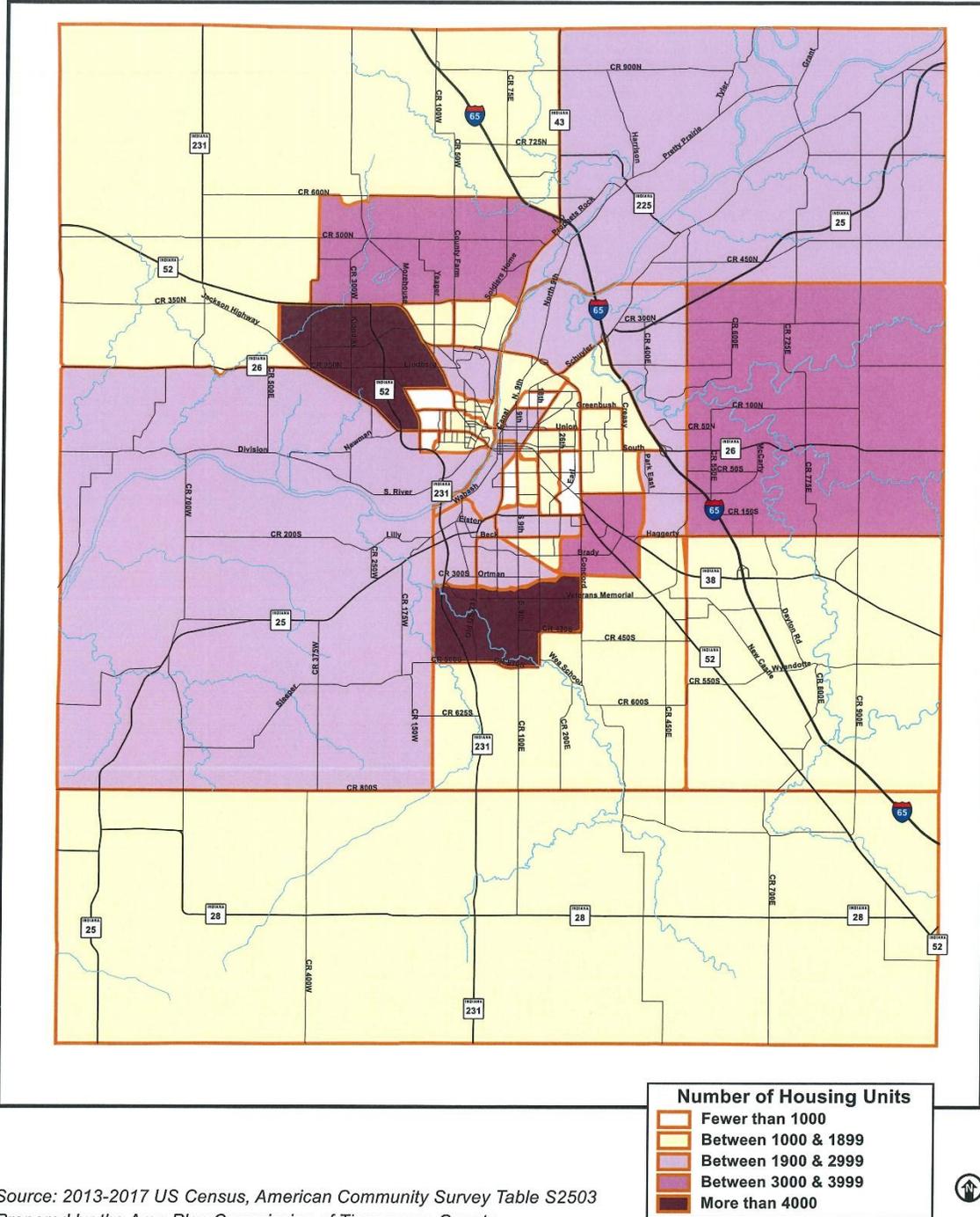
There were 1,644 owner occupied housing units of the 37,260 units in Tippecanoe County that had an income of \$15,000 or less. That's 4.4% of all the units. **Figure 23** shows the distribution throughout the county. One tract, the one northwest of the Purdue campus does not come as a surprise. But the other one does, and it is located south of Beck Lane and east of the Norfolk Southern Railroad corridor. There are 113 owner occupied housing units with and income less than \$15,000.

According to the Census ACS, there were 31,511 renter-occupied housing units in Tippecanoe County. The two areas that had the largest concentrations of these units were again northwest of the Purdue campus (3,154) and by the Tippecanoe Mall (2,926). **Figure 24** shows the distribution. Looking at the figure, the vast majority of these units are located in the urban area. The exception is Perry Township. It should be noted that downtown Lafayette has 1,717 renter-occupied housing units.

The last map in this series looks at renter occupied housing units with incomes less than \$15,000 and **Figure 25** shows the distribution. The areas of concentration are the same as other maps in the series and shows where Purdue students live. In Lafayette, the three concentration areas are by the Tippecanoe Mall (642), downtown Lafayette (519) and the Elston/Old Romney area (454). The Census ACS shows there were 8,869 units which is nearly a third (28.1%) of all the renter occupied housing units. This is a substantially larger number than those in owner occupied housing units.

Figure 20

**Number of Total Occupied Housing Units
by Census Tract**

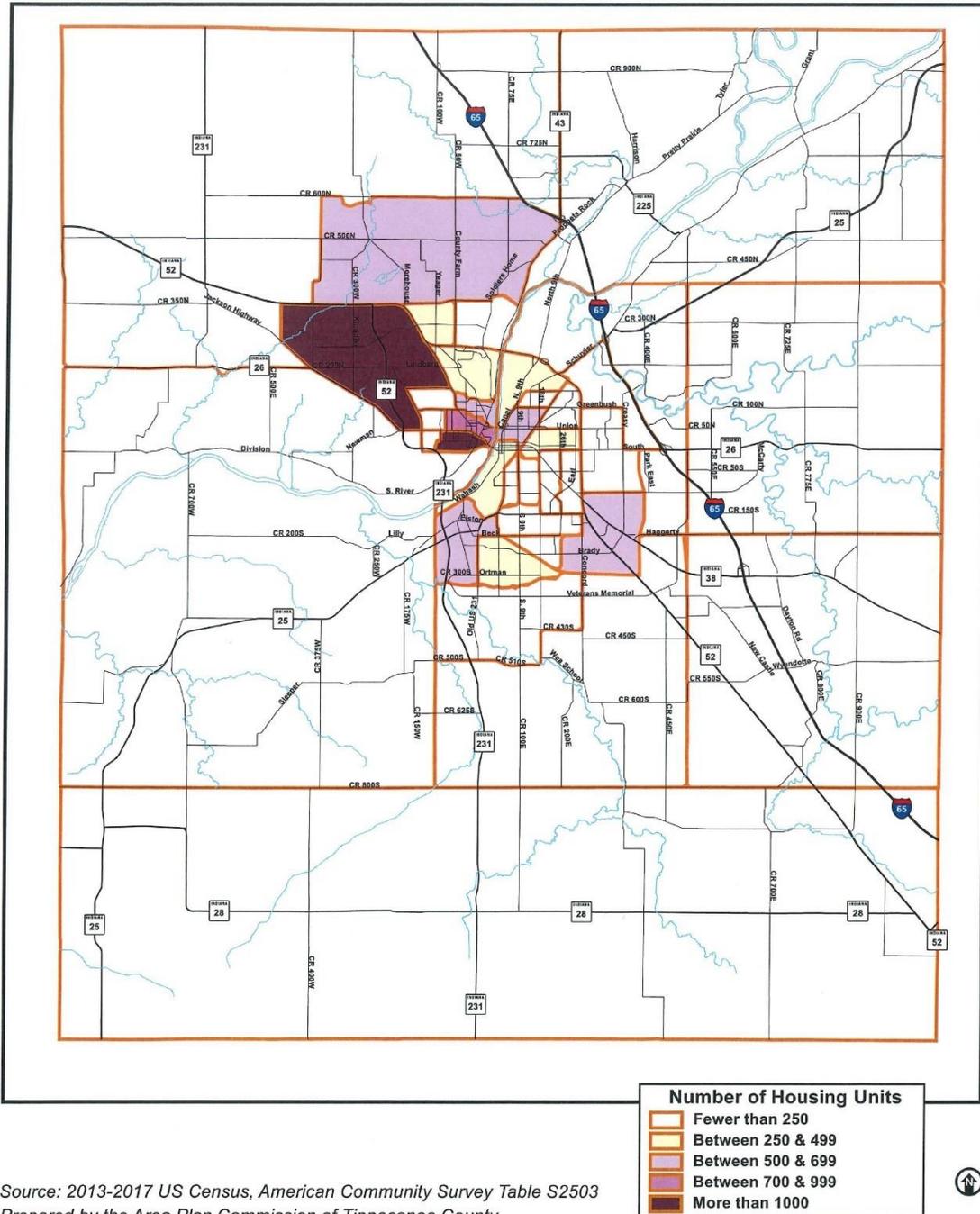


Source: 2013-2017 US Census, American Community Survey Table S2503
Prepared by the Area Plan Commission of Tippecanoe County



Figure 21

Number of Occupied Housing Units with a Household Income Less than \$15,000 by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S2503
Prepared by the Area Plan Commission of Tippecanoe County

Figure 22

**Number of Owner Occupied Housing Units
by Census Tract**

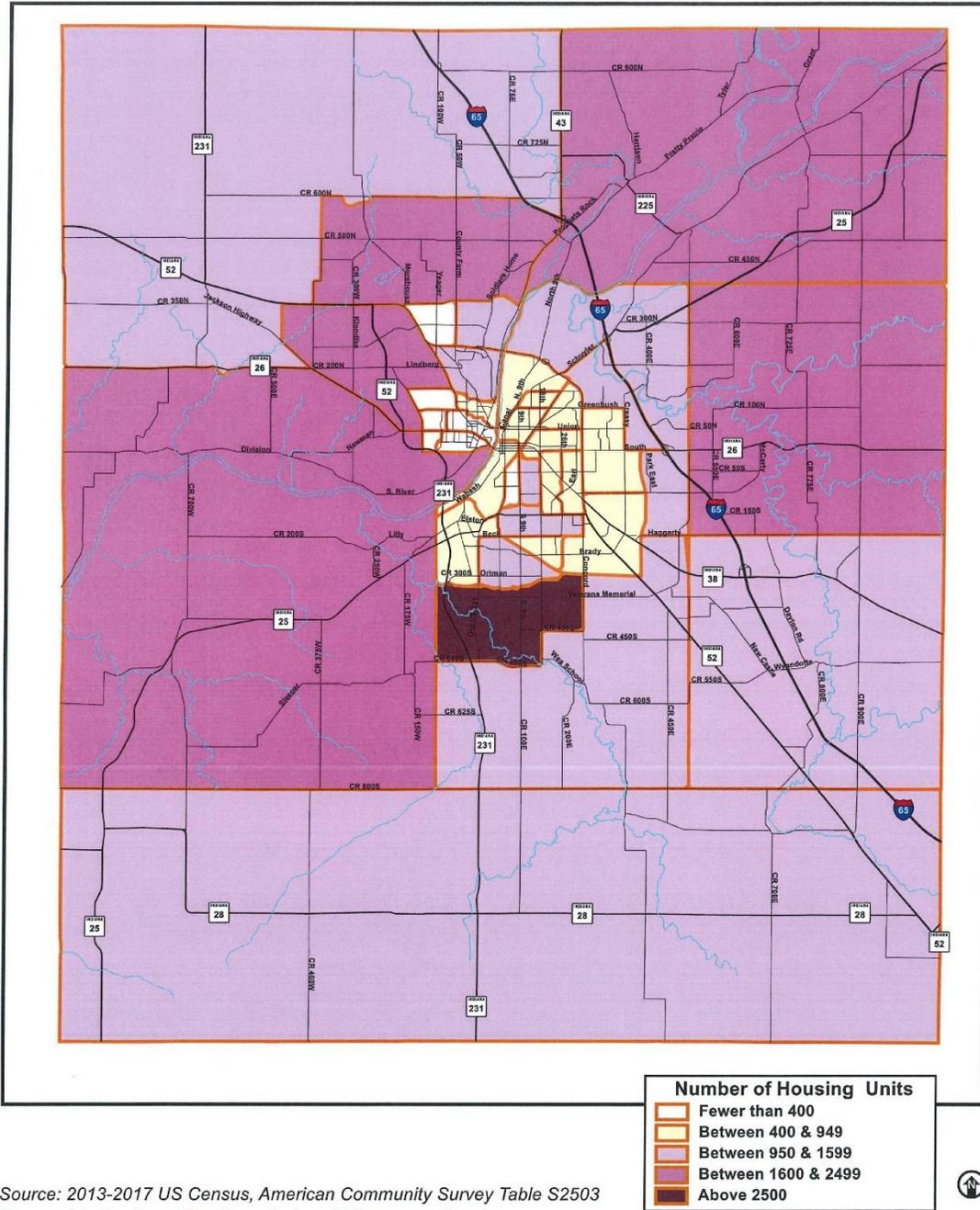


Figure 23

Number of Owner Occupied Housing Units with a Household Income Less than \$15,000 by Census Tract

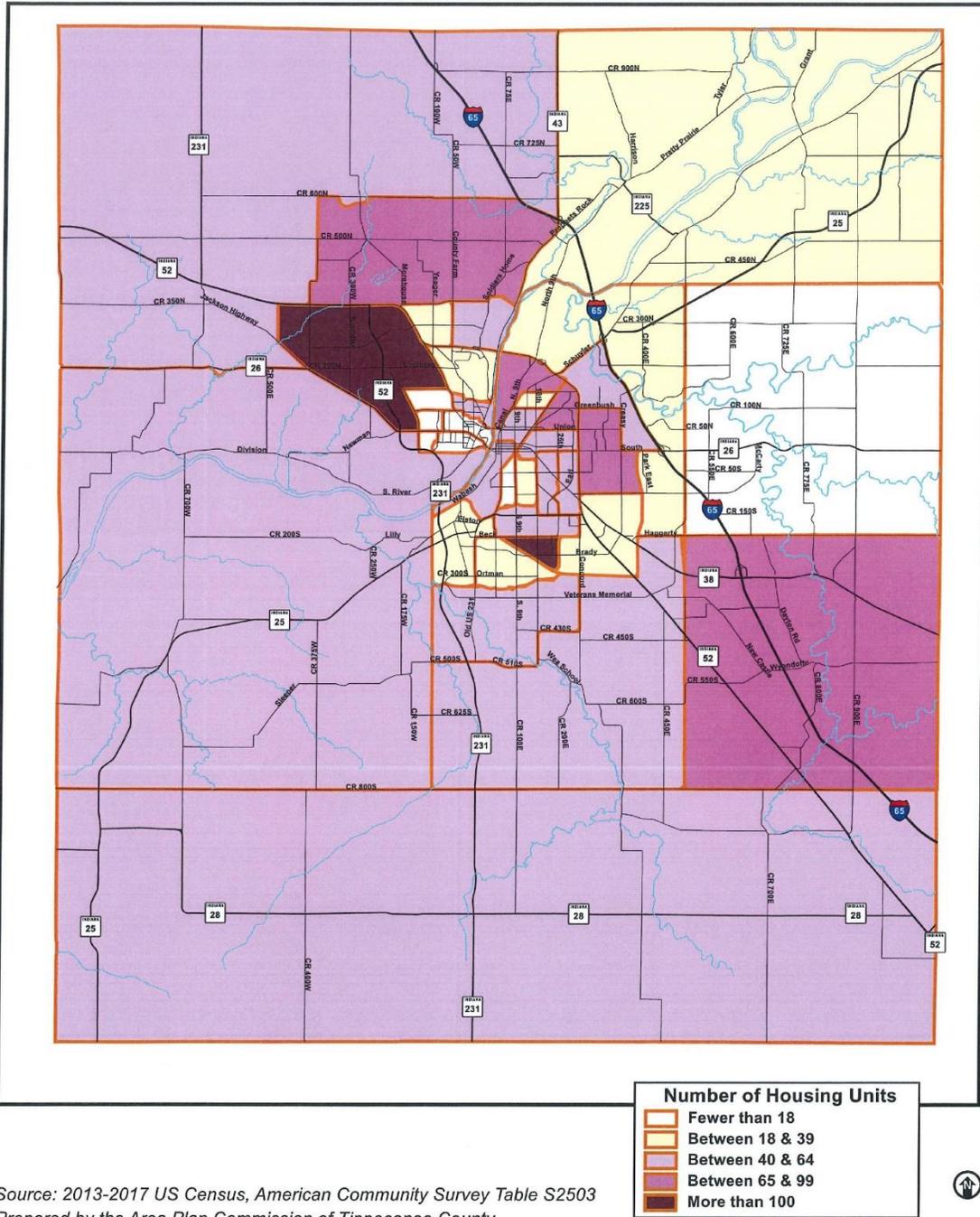
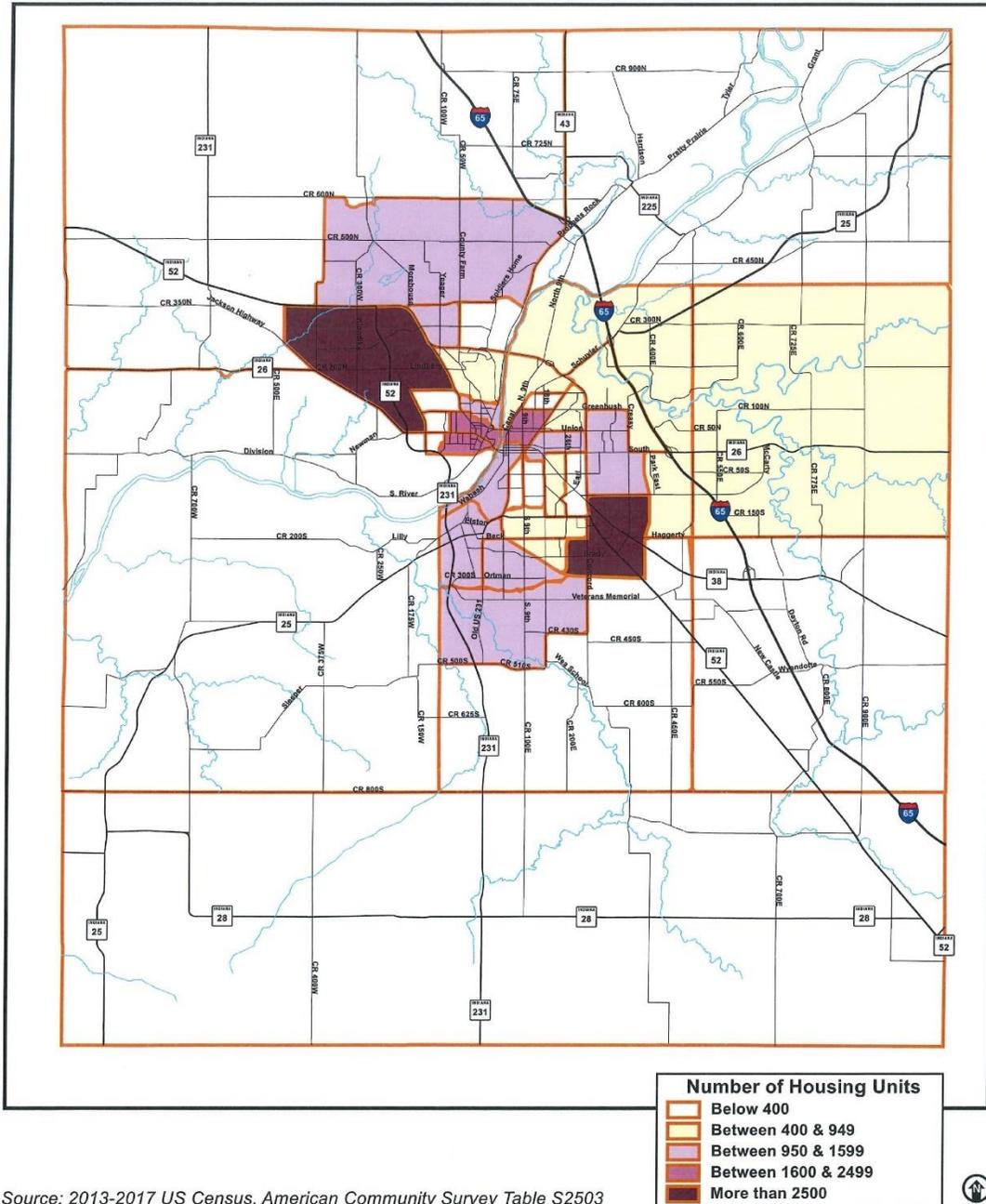


Figure 24

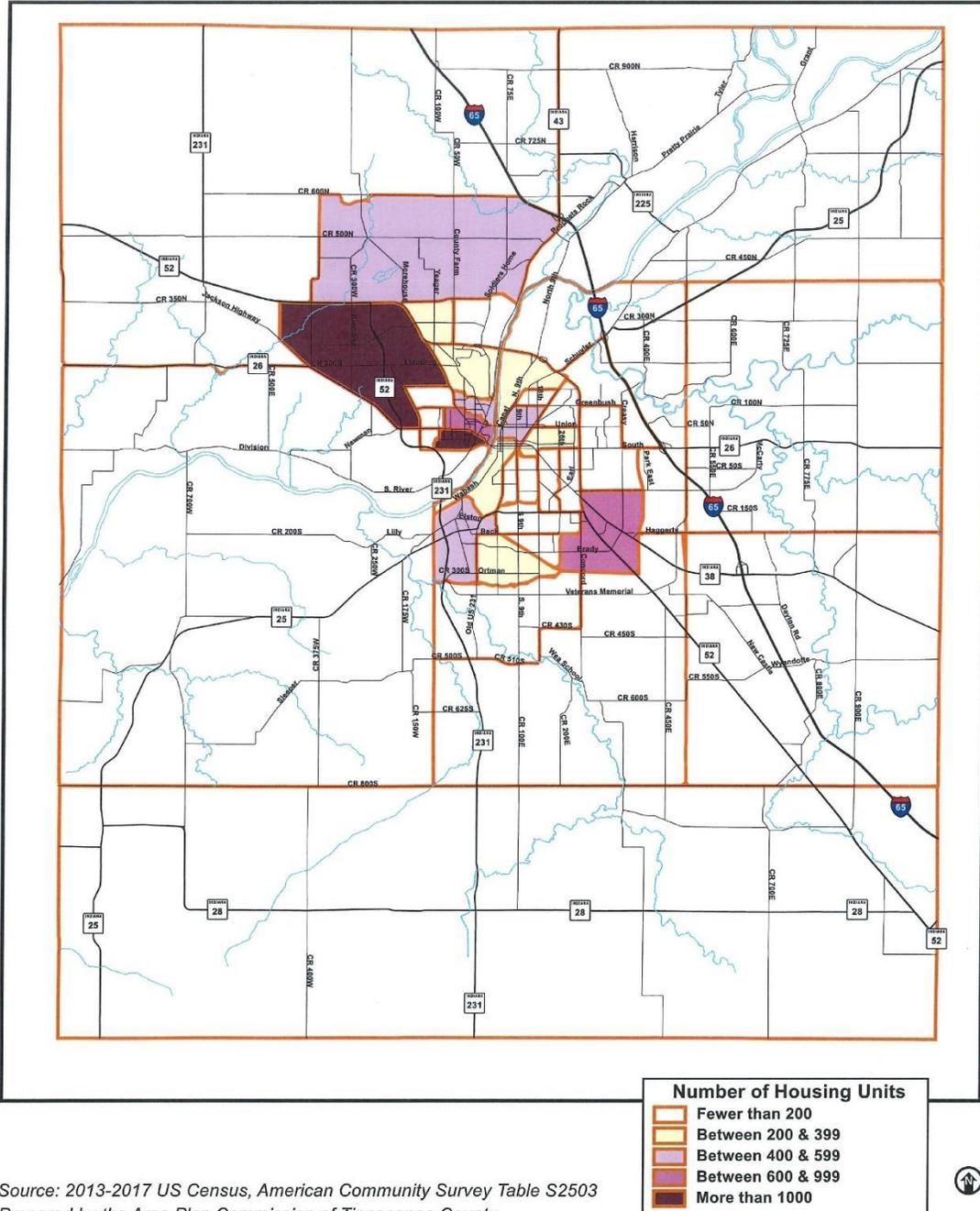
**Number of Renter Occupied Housing Units
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S2503
Prepared by the Area Plan Commission of Tippecanoe County

Figure 25

Number of Renter Occupied Housing Units with a Household Income Less than \$15,000 by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S2503
Prepared by the Area Plan Commission of Tippecanoe County

Veterans

Although not a specific requirement as one group, this plan looks at veterans. Four maps specifically look at them. Not only do they show where veterans live, they also show where veterans who are 65 and older live, who are disabled and those who live in poverty.

Figure 26 shows where veterans live in Tippecanoe County. The Census ACS reports 8,014 veterans lived in Tippecanoe County, which is 5.4% of the County's population. There are two areas where a significant concentration of veterans live, and they are on the southside of Lafayette (513 veterans) and north of West Lafayette (562 veterans). There are four areas where more than 350 veterans live, and three of them are in Lafayette. The fourth area is Tippecanoe Township and 455 veterans lived in this area.

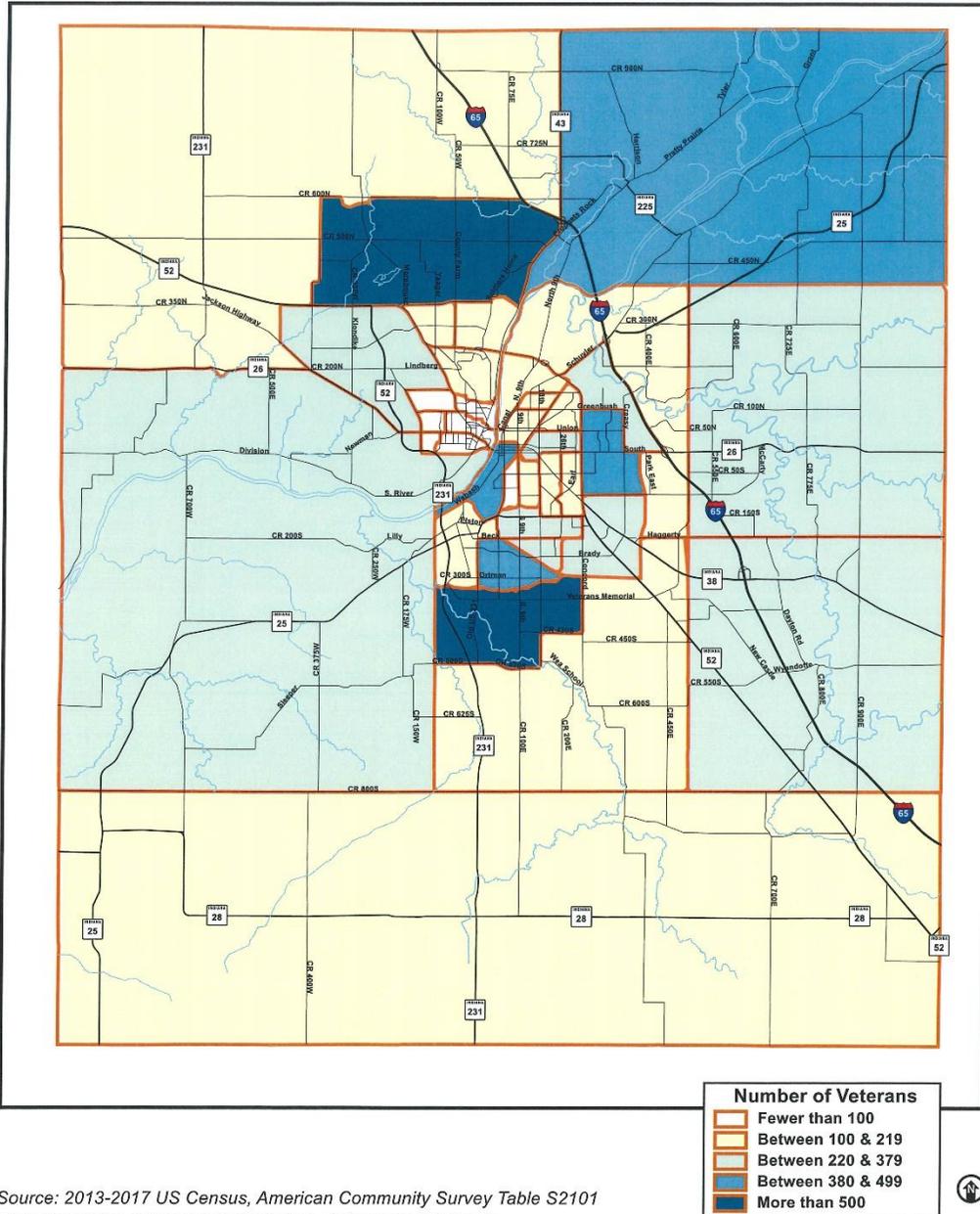
The next map, **Figure 27**, looks at veterans who are 65 and older. The Census ACS reported there were 3,465 veterans who were 65 and older, which is 43.2% of the veteran population. The largest concentration of these veterans is located north of West Lafayette and this tract contains a portion of the Veterans Home. There were 406 veterans who live in this area. There were five Tracts where more than 160 veterans live. Two were in Lafayette and they are along Wabash Avenue and north of Beck Lane. The other three are in rural Tippecanoe County and include Tippecanoe, Perry and Sheffield Townships.

There were 2,101 veterans who had a disability. That's 26.1% of the veteran population. **Figure 28** shows where they live. There were two areas where there were concentrations, and they are on the southside of Lafayette (two Tracts with 266 veterans total), and on the northeast side of Lafayette (136 veterans). Another interesting point is that **Figure 28** shows large numbers of veterans who live in the rural areas around the county.

The last figure, **Figure 29**, shows where veterans in poverty live. There are 372 veterans who live in poverty, which is 4.6% of the veteran population. Roughly a third of these veterans live in two areas, and both are in Lafayette. The two are along Wabash Avenue (69 veterans) and in the Old Romney area (45 veterans).

Figure 26

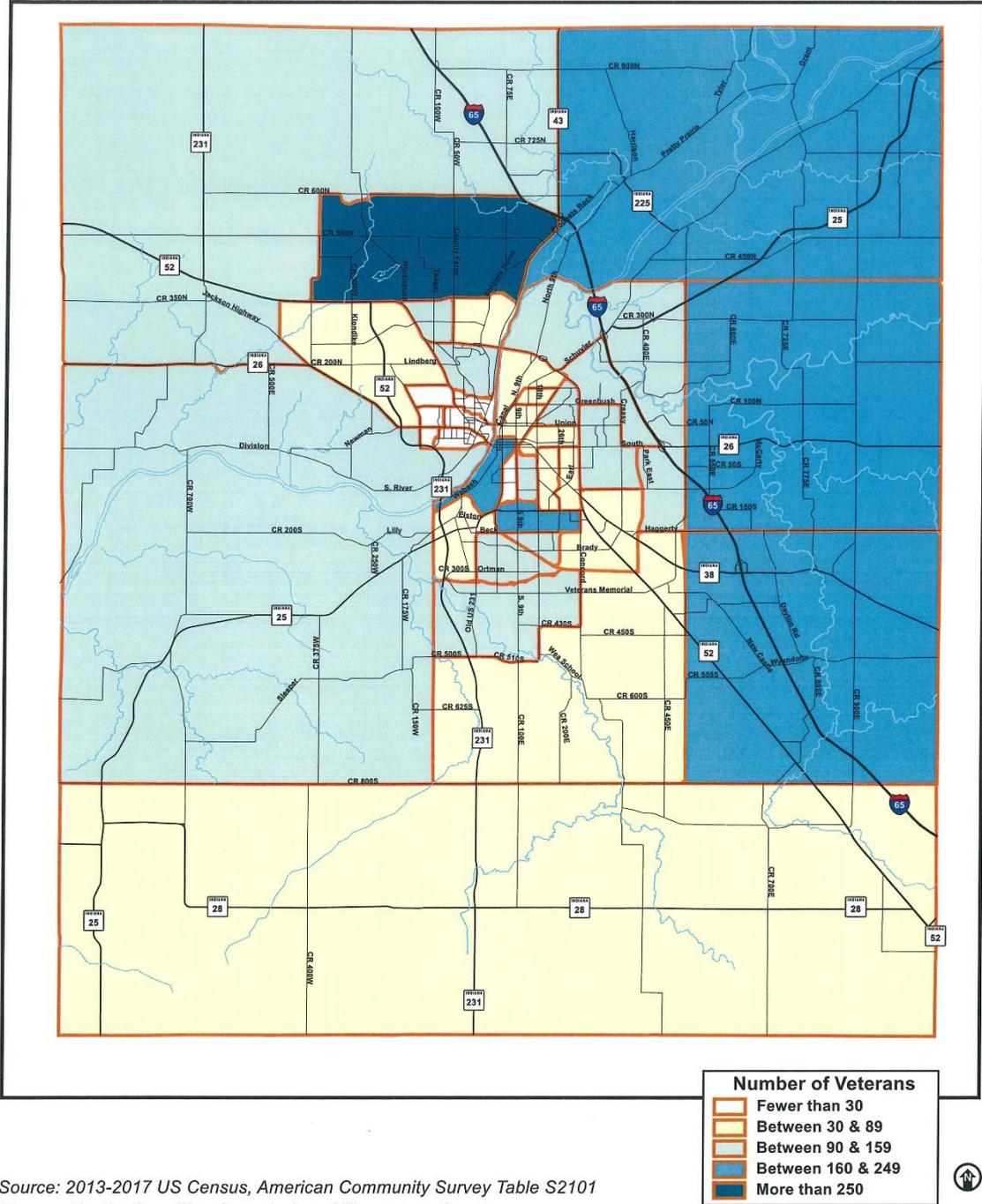
Number of Veterans
by Census Tract



Source: 2013-2017 US Census, American Community Survey Table S2101
Prepared by the Area Plan Commission of Tippecanoe County

Figure 27

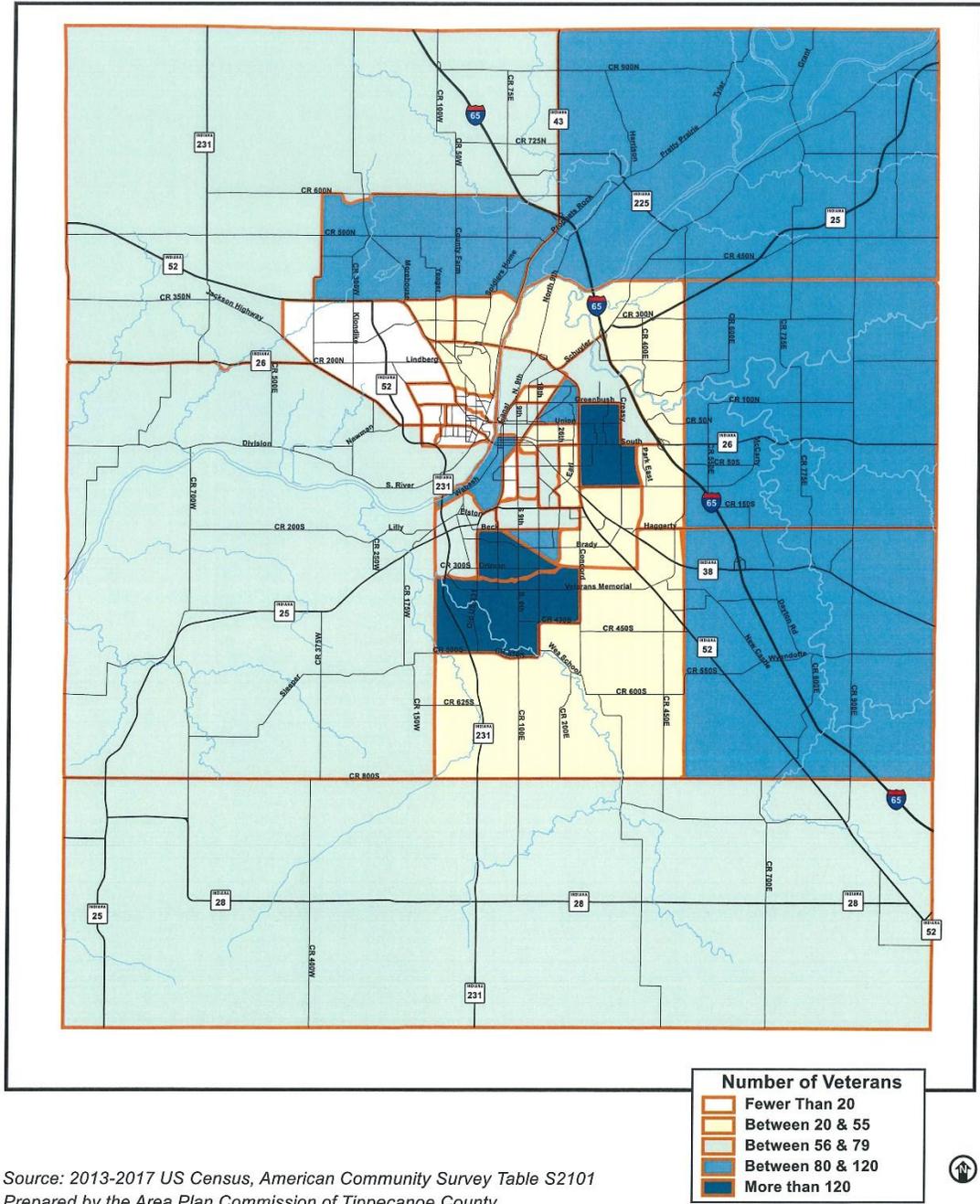
**Number of Veterans Who are 65 and Older
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S2101
Prepared by the Area Plan Commission of Tippecanoe County

Figure 28

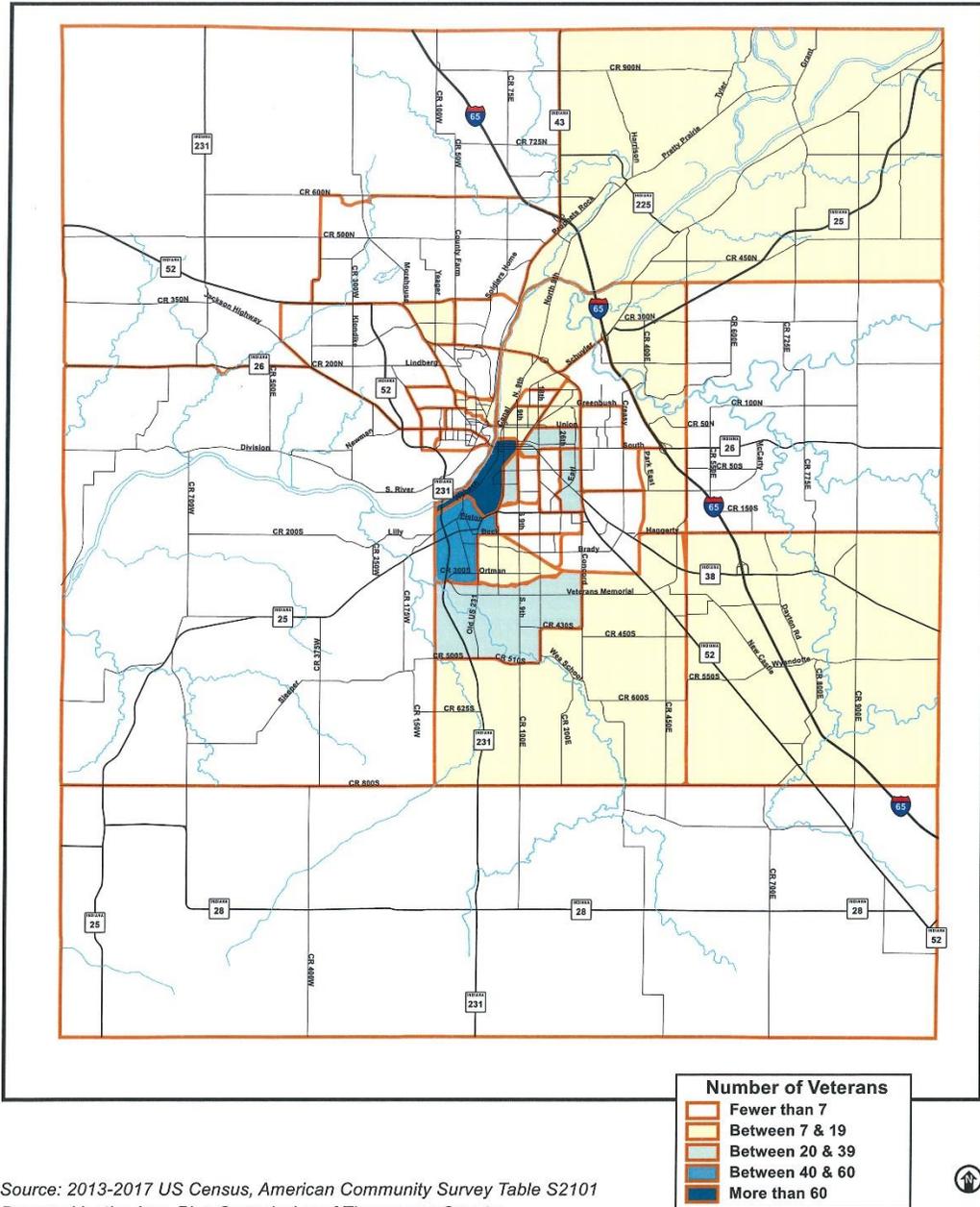
**Number of Veterans with a Disability
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S2101
Prepared by the Area Plan Commission of Tippecanoe County

Figure 29

**Number of Veterans Who Live in Poverty
by Census Tract**



Source: 2013-2017 US Census, American Community Survey Table S2101
Prepared by the Area Plan Commission of Tippecanoe County

Employment

As discussed in the Grant Program Overview section, Section 5307 funds can be used to support job-related transportation services for eligible low-income individuals. Specifically, it can be used to transport low income individuals to jobs. While previous examinations looked at where low income persons and households were located, another critical piece of information is knowing where jobs are located.

The Indiana Department of Transportation purchased employment data from InfoGroup for all urban areas in Indiana. The information included not only the number of jobs for each business, but also their location. This allowed APC staff to map where all the jobs in Tippecanoe County are located. The data, as of July 2019, shows there were 95,474 non-farm jobs in the county.

InfoGroup further divides the information into retail and non-retail employment based on the North American Industry Classification System (NAICS). Just over a fifth of the jobs (20,163) were retail jobs. The balance, 75,311 were non-retail jobs. **Figures 30 and 31** show the distribution of jobs throughout the urban area.

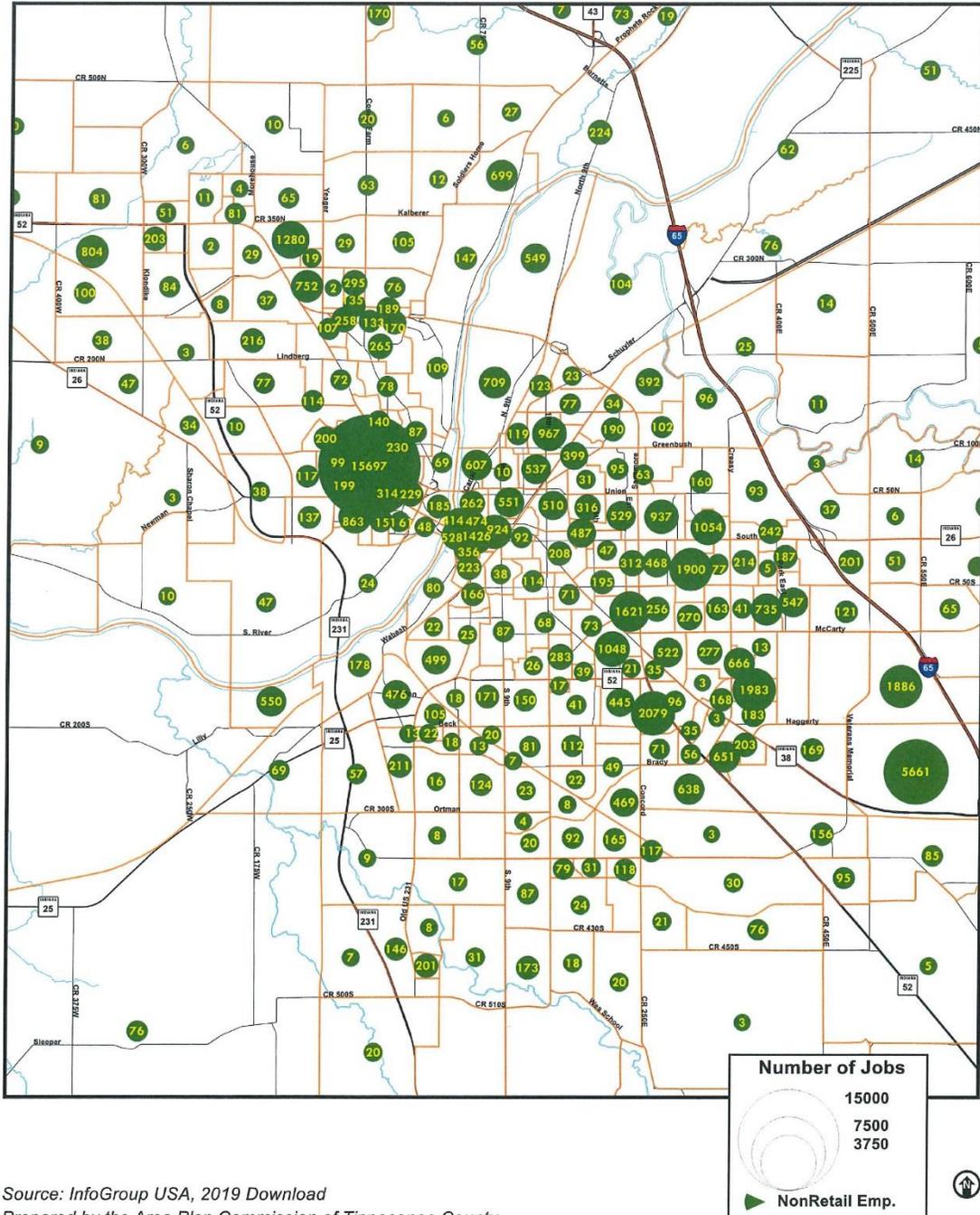
Figure 30 shows the location of retail jobs in the community. It is no surprise that the largest concentration is at and around Tippecanoe Mall. Other concentrated areas are located along South Street from Sagamore Parkway to Veterans Memorial East, downtown West Lafayette and Lafayette, Market Square, around the Old US 231 and Beck Lane intersection, and along Sagamore Parkway in West Lafayette by Salisbury/Yeager/Cumberland and by Klondike Road.

Figure 31 shows the location of non-retail jobs. There are some large concentrations of these jobs, such as Purdue University and SIA, but the job distribution is more uniform throughout the county. Looking at the figure more closely, there are areas where there are over 1,000 jobs and they are located at the hospitals, manufacturing plants, downtown Lafayette and the Purdue Research Park.

We have a new map in this series. **Figure 32** shows the location of manufacturing jobs. InfoGroup reported there were 15,180 manufacturing jobs in the county as of July 2019. The largest is SIA which is located on SR 38. The next cluster of manufacturing jobs is located along Sagamore Parkway and includes Dana, Arconic and Wabash National. In West Lafayette, the largest manufacturer is Venetian Blind.

Figure 31

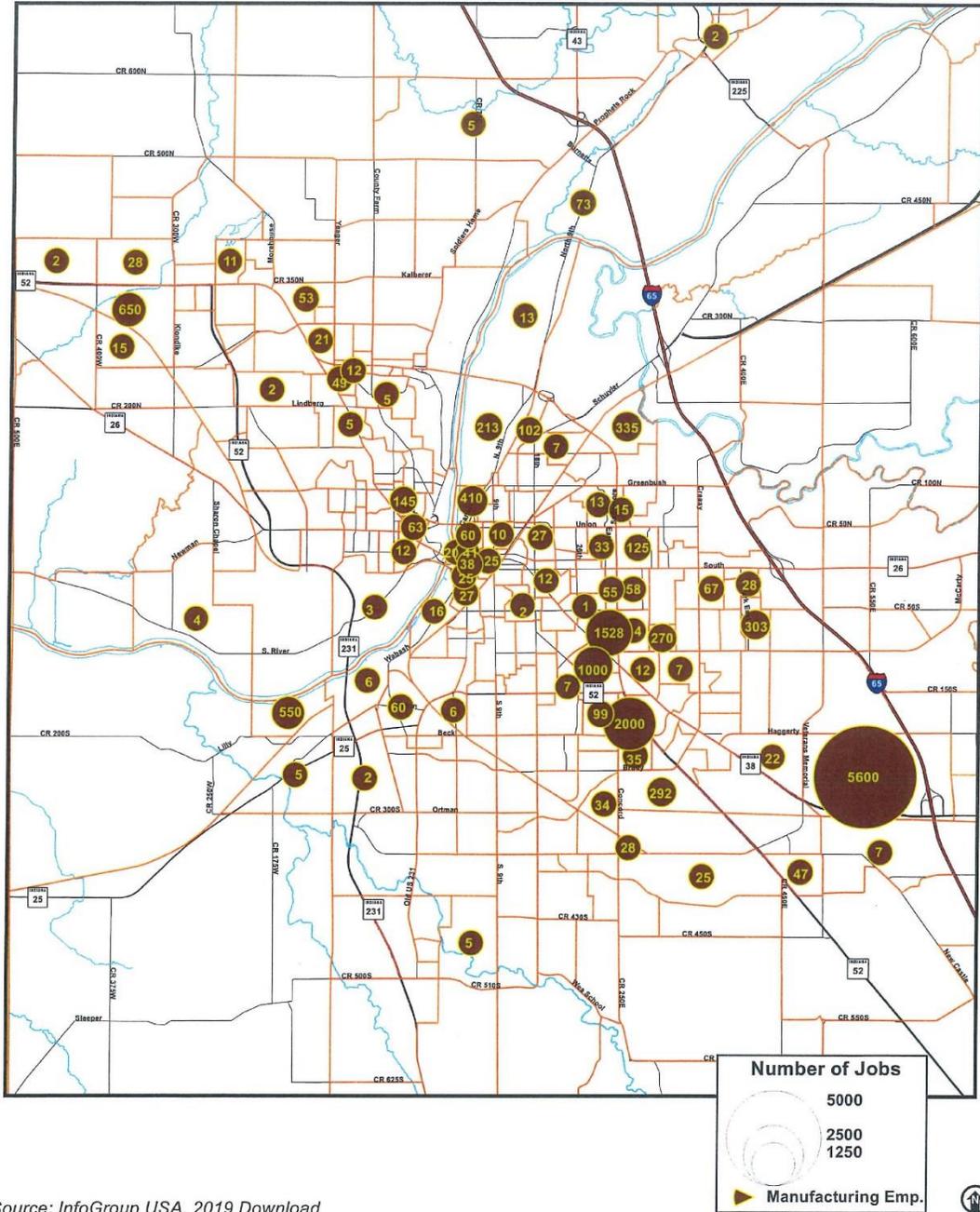
Number and Location of NonRetail Jobs by Traffic Zones



Source: InfoGroup USA, 2019 Download
Prepared by the Area Plan Commission of Tippecanoe County

Figure 32

**Number and Location of Manufacturing Jobs
by Traffic Zones**



Source: InfoGroup USA, 2019 Download
Prepared by the Area Plan Commission of Tippecanoe County

Provider, Public and Agency Assessment

While demographic data provides insight into our community, it does not necessarily present a complete picture of the gaps, barriers, needs and challenges that the three target groups encounter. To capture this critical information, this Plan Update used the expertise of a Forum of nonprofit agencies, public and private transportation providers and organizations who deal specifically with special needs transportation. Their comments and assessment provided a comprehensive picture of the gaps, barriers, needs, and challenges the community faces.

Agency and Organization Assessment

On December 9, 2020, the Area Plan Commission held a forum meeting to assess transportation needs by identifying gaps, barriers, challenges, and obstacles that each population faces. Invitations were sent to over 130 agencies, organizations and private sector providers (**Appendix 3**). The list includes broad representation of transportation providers in the community and ranges from nonprofit organizations to private transportation providers.

The notification letter encouraged forum members to share their comments even if they were unable to attend the meeting. It included information about where all of the documents could be found on the APC web. Forum members were encouraged to attend and share their insight.

Forum Meeting Results

Identification of the needs, challenges and barriers was done through a two-step process. Forum members first reviewed the gaps, barriers, and challenges that were identified in the 2015 Plan. They were reviewed one by one and forum members were asked if they were still applicable or not. Some of them were removed, some were kept as is and some were updated to reflect changes to the situation.

The second step involved identification of gaps, barriers, and challenges that were not identified in the previous plan. Both steps were critical in developing the comprehensive list that informed this document and the two-step process was utilized for all three populations.

Since the meeting was held on-line, the large news-print sheets and post-it-notes techniques employed in the previous plans could not be use. Instead, the lists from the previous plan where shown on-line. They were individually reviewed, and forum members discussed each barrier, gap and challenge.

The following lists show what the forum members identified as the current gaps, barriers, and challenges the three groups face.

Disabled

Forum members identified various gaps, barriers and challenges that disabled persons face, and they fall under four themes. The first theme centers on whether transportation is available or even possible. Lack of service availability can happen due to limited or lack of operators, location of destination and even weather.

The trip can also be an issue. Challenges arise even before the trip begins, including planning it. Furthermore, getting to the location or spot where the person accesses the transportation services can be challenging. The gaps, barriers and challenges can also be present while being transported.

Two additional themes arise. One is affordability. While it would be nice if transportation services were free, there are costs in providing transportation services. The cost to a disabled person can be an issue. The other theme is a growing demand. It was evident this trend is being observed by many of the agencies that provide transportation services.

The following is a complete list of the gaps, barriers and challenges that were identified.

- Some persons with disabilities can use regular buses when the weather is good but can't when weather is treacherous.
- Persons who have cognitive disabilities and/or mental health needs are not always able to master bus schedules.
- Limited travel options for persons who are disabled (including those who are prone to seizures or have certain medical issues).
- Difficult for blind/low vision passengers getting to a CityBus stop and/or unsafe conditions at the bus stop.
- Inappropriate assistance, such as physical touching, to blind/low vision persons create safety and security concerns while riding CityBus.
- Some group homes for the developmentally disabled are outside of CityBus routes.
- Some key service and support providers are located outside of CityBus routes.
- Agencies are seeing more clients who are disabled from war injuries.
- All local agencies have underserved clients.
- Work release persons need transportation to and from the Community Corrections facility.
- Limited transportation services, especially before midnight, for the purposes of shopping, work, entertainment, community and cultural events.

- Medicaid/Medicare only pays for limited medical transportation services.
- Limited private funding that use transportation services like Uber and Lyft limit the type of trips to only medical services.
- Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (South Street east of Sagamore Parkway).
- A list of potential providers needs to be more accessible to potential clients.
- Need more transportation options in the county or rural area.

Issues Carried Over from 2015 Plan

When comparing the barriers, gaps and challenges that were identified in the 2015 Plan to the updated list, changes were made. The 2015 Plan listed 23 issues and the updated lists contains 16. While some issues were removed for various reasons, seven of them were still considered to be an issue and they are:

- Some persons with disabilities can use regular buses when the weather is good but can't when weather is treacherous.
- Some group homes for the developmentally disabled are outside of CityBus routes.
- Agencies are seeing more clients who are disabled from war injuries.
- Work release persons need transportation to and from the Community Corrections facility.
- Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (South Street east of Sagamore Parkway).
- A list of potential providers needs to be more accessible to potential clients.
- Need more transportation options in the county or rural area.

It should be noted that CityBus now provides conditional eligibility during inclement weather. A person with a disability who normally uses the fixed route service can use Access under certain inclement weather circumstances.

Issues Carried Over from 2015 Plan AND Modified

Roughly a quarter of the barriers, gaps and challenges that were identified in the 2015 Plan were determined to still be valid but were updated or clarified to better represent current issues. For each issue, an explanation is included to help describe why the changes/updates were made.

Original: Developmentally disabled/special needs are not always able to master bus schedules.

Updated: Persons who have cognitive disabilities and/or mental health needs are not always able to mast the bus schedule.

This is still an issue. The group discussed the phrasing of the two conditions and refined them so they would accurately represent the conditions.

Original: Limited travel options for person who are disabled (especially those with seizures).

Updated: Limited travel options for person who are disabled (including those who are prone to seizures or have medical issues.

The group discussed this issue extensively. A reason why there are limited options involves whether or not the driver has the proper training to act as a first responder or has knowledge of what to do to stabilize the person before a first responder arrives. Another issue involves the medical devices needed by the individual. An example given was a person who needed transportation but had to be on oxygen. They could not use certain transportation services due to tank flammability. The Forum decided that this still is an issue, but it should be expanded to include other medical issues.

Original: Difficult for blind/low vision passengers to use CityBus.

Updated: Difficult for blind/low vision passengers getting to a CityBus stop and/or unsafe conditions at the bus stop.

An example of a person who recently had trouble was presented to the group. Discussion followed and a question arose whether the issue was getting to the bus stop, the bus stop or riding the bus. Since riding the bus is fairly predictable, this issue was re-worded to address the challenges of getting to the bus stop and the bus stop.

Original: Limited CityBus service, especially night and weekends.

Updated: Limited transportation services, especially before midnight, for the purposes of shopping, work, entertainment, community and cultural events.

Original: Wabash Center serves 1,800 clients but there are 600 more that need their services.

Updated: All local agencies have underserved clients.

The wording for these issues was modified to avoid specifically mentioning a single agency because many agencies throughout the community are experiencing a demand for services. To continue recognizing the need, a broadly worded issue was developed to replace specifically naming an agency.

Original: Medicaid/Medicare does not pay for taxi's transportation.

Updated: Medicaid/Medicare only pays for limited medical transportation services.

One member stated that there are some instances where Medicaid and Medicare will now pay for medical transportation, but it is very limited. The person seeking transportation must be in one of the programs though. Based on this information, it was decided to continue to list the issues but update it, so it reflects that it's only for limited medical transportation services.

New Issues Identified

Three new gaps, barriers, and challenges were identified, and they are:

- Inappropriate assistance, such as physical touching, to blind/low vision persons create safety and security concerns while riding CityBus.

While discussing the issue of blind/low vision passengers having difficulty using CityBus, a recent event was shared and it involved a blind person who did not feel safe because other riders tried to help and were touching them. Being touched made them feel uncomfortable. Another example is helping a blind person cross the road. Persons standing beside the blind person may feel the need to help and insist on helping even though the assistance may not be needed or was not requested.

- Some key service and support providers are located outside of CityBus routes.

This issue arose when discussing the challenges persons face who live in group homes that are located outside of the CityBus routes. The continuing issue focused only on the location of group homes. During the discussion, it became evident that there are agencies who serve disabled persons and that they are also located beyond CityBus routes. This presents a challenge in how to get the services and support that is needed.

- Limited private funding that use transportation services like Uber and Lyft limit the type of trips to only medical services.

While discussing Medicaid and Medicare funding for medical trips, one Forum member mentioned that there are private organizations who give funds to private companies to provide medical trips. Forum members decided to add this as a new issue.

Issues Removed

Comparing the list from the 2015 Plan to the updated list for this Plan, ten of the gaps, barriers, or challenges have either been resolved or are no longer an issue.

- Most transportation is during daytime.

This issue was removed because it was too generic. It was also noted that it's similar to another issue regarding limited CityBus service during the evening and weekend. That particular issue was updated and broadened and now includes this particular issue.

- Concern about van safety. Nonprofit agencies cannot use 15 passenger vans anymore and 12 passenger vans will probably be prohibited soon.

When this issue was discussed, it was determined that there were two parts to it and they were safety features on the vans and licensing requirements. Forum members have not heard that these two are still present, so this was removed.

- Lack of good demographic data prevents good planning and makes designing performance matrices difficult/impossible.

It was decided to remove this issue since no one locally had the ability to make changes to the Census and how they collect and report data.

- There is a substantial cost for disabled persons in riding the bus.

While the fare to ride an Access bus is double the cost of a regular one-way trip fare (\$2.00), a person who is certified to ride an Access bus can ride any bus route for free. Since no one has heard of this being an issue, it was decided to remove it.

The six remaining gaps, barriers and challenges identified from the previous Plan involve Access services and they were removed for various reasons. All of them, but one, focused on service being provided. The remaining one involved the application process. When discussing Access service during the meeting, the following information was provided: the complementary service CityBus provides operates at the same time the fixed route service operates. It also provides services to the same area as the fixed route service. A person who rides Access can be picked up within a $\frac{3}{4}$ mile radius of any bus route. There is no limit to the number of trips a person using Access can take. They can make as many trips as they want during the day or evening. CityBus's travel training staff can also help with the application process.

These are the specific Access gaps, barrier or challenges that are no longer an issue:

- Access (CityBus) service time limited.

- Improve Access Service.
- There is a misconception that Access bus pick-ups must be on or very close to the regular bus routes.
- Access bus offers one round trip per day per person. Sometimes more than one trip is necessary (i.e. doctor appointments, shopping, etc.).
- Increase Access service for students (Purdue & IVY Tech).
- Need to shorten applicant review for Access service.

Elderly

Forum members also identified various gaps, barriers and challenges that elderly persons face. Many of them mirror those that disabled persons face. The same four themes are also present. Transportation availability as well as the trip itself can be challenging. More and more baby boomers are joining this group which in turn creates a growing demand on services. Last, but not least, affordability is an issue. The following gaps, barriers and challenges were identified:

- Important to have affordable elderly housing closer to the downtown area.
- Transportation is usually during the day, more CityBus service for weekend transportation.
- The Indiana Bureau of Motor Vehicles (BMV) - do they have resources for drivers who lose their license due to age and physical ability?
- Sufficient transportation for growing number of seniors.
- Transportation services for seniors with limited income.
- Limited transportation services available, especially before midnight, for the purposes of shopping.
- Limited services available to public events - such as Community Health Fair, senior free movies, and senior bingo (to participate and/or volunteer).
- The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.
- Bus stop access and getting to bus stops.
- Poor understanding of bus system (routes, times, drop offs, proximity).
- Market travel training program through agencies that serve the elderly.
- Access to large medical facilities that provide regional services to seniors.

- More transportation options in the county or rural areas.
- Transportation accessibility to pockets of senior housing such as Wabash Avenue.
- Cost to providers and individuals.
- Those who need assistance for door to door versus curb to curb. Difficult for seniors who have mobility issues and cannot get to the curb. The service that does provide this is very expensive. There is a need and it will be growing.
- Small number of providers who provide door to door service.
- Door to door service is easier to get and less expensive for medical appointments, but trips for shopping and other purposes cannot be charged to Medicare. These trips are expensive.

Issues Carried Over from 2015 Plan

During the December meeting, Forum members determined that a substantial number of the gaps, barriers and challenges continue to be an issue. The following are issues that remain from the 2015 Plan.

- Sufficient transportation for growing number of seniors.
- Transportation services for seniors with limited income.
- Limited transportation services available, especially before midnight, for the purposes of shopping.
- Limited services available to public events - such as Community Health Fair, senior free movies, and senior bingo (to participate and/or volunteer).
- The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.
- Poor understanding of bus system (routes, times, drop offs, proximity).
- Market travel training program through agencies that serve the elderly.
- Access to large medical facilities that provide regional services to seniors.
- More transportation options in the county or rural areas.
- Transportation accessibility to pockets of senior housing such as Wabash Avenue.
- Cost to providers and individuals.

Issues Carried Over from 2015 Plan AND Modified

Some of the barriers, gaps and challenges previous identified were determined to still be valid but needed updated or clarified to better represent the current issues. The following comparison includes the original and updated issue. Several issues in the previous Plan were similar and they were combined. An explanation is provided for each update.

Original: Important to have elderly (low-income) group housing closer to the downtown area.

Updated: Important to have affordable elderly housing closer to the downtown area.

In discussing this one, the Forum agreed that there is still a need for housing, and it should be a priority. Discussion then focused on group housing and whether the issue should be limited to just group housing. In addition, it was discussed whether to focus on low income elderly and change the emphasis to affordable housing. It was decided to reword it to affordable elderly housing.

Original: The Indiana Bureau of Motor Vehicles (BMV) – do they have resources for drivers who lose their license due to age?

Updated: The Indiana Bureau of Motor Vehicles (BMV) – do they have resources for drivers who lose their license due to age and physical ability?

Forum members felt that this is still an issue. Discussion then followed regarding age. While age does play a role, it was noted that physical ability is a critical factor. Vision was an example given. It was decided to not specifically identify any individual physical challenge but to add physical ability to the issue.

Original: Bus stop access, and
Getting to bus stops.

Updated: Bus stop access and getting to bus stops.

Both issues are still relevant and were combined because of their similarity.

Original: Transportation is usually during the day, and
Additional CityBus service is need for late evening and more weekend transportation.

Updated: Transportation is usually during the day, more CityBus service for weekend transportation.

Forum members discussed the two issues because they were related to when trips are made. It was pointed out that trips elderly people make are mostly during the day and on weekends. While some trips are made in the evening, like shopping, elderly persons

generally do not make trips late in the evening, especially after dark. Since the two were related it was decided to combine them and remove the wording about late evening trips.

New Issues Identified

After reviewing the 2015 Plan list, Forum members were invited to identify any new gaps, barriers, and challenges and four were identified. Three are similar and center on services that begin and end at the door versus the curb. They are:

- Those who need assistance for door to door versus curb to curb. Difficult for seniors who have mobility issues and cannot get to the curb.
- Small number of providers who provide door to door service.
- Door to door service is easier to get and less expensive for medical appointments, but trips for shopping and other purposes cannot be charged to Medicare. These trips are expensive.

The first issue focuses on the individual who has a mobility issue. These individuals need additional assistance getting from the door to the vehicle. The second issue focuses on the transportation provider. Since there are only a few agencies/companies that provide this service, it is challenging for an individual to find transportation. Finally, the third is related to the type of trip and subsequently the trip cost. There are agencies that provide this service and the cost is covered by Medicare if it's medical related. But, if the trip is not medically related, it is up to the individual to pay for the transportation cost, which can be expensive.

The other new issue involves service availability. While discussing the gaps, barriers, and challenges the other groups face, this issue was determined to be applicable to all three groups.

- Limited transportation services available, especially before midnight, for the purposes of shopping.

Issues Removed

During the group's discussion, there were two gaps, barriers and challenges identified that could be eliminated and they were:

- Evening and weekend transportation is lacking.
- Lack of good demographic data prevents good planning and makes designing performance matrices difficult if not impossible.

The two issues were removed for different reasons. The first issue, evening and weekend transportation is lacking, was removed since it has been identified in two other issues. It was

decided to remove the other issue since no one locally had the ability to make changes to the Census and how they collect and report data.

Low Income

The following list contains the updated gaps, barriers and challenges identified during the December 9th meeting. All of them revolve around basically three main themes which are transportation to work, limited transportation options and affordable transportation. The gaps, barriers and challenges are:

- Transporting 2nd and 3rd shift workers is challenging. Transit Fixed routes do not lend itself to this service, but ridesharing and/or van service could possibly make it feasible.
- Lack of affordable transportation for low income persons who are unable to afford bus passes.
- Transportation options for those looking for work.
- Limited transportation services available, especially before midnight, for the purposes of shopping, entertainment, community and cultural events.
- The frequency of CityBus service can be challenging to get to work on time, and if there is a need to chain trips such as dropping children off at day care and then going to work.
- Organizations having access to affordable transportation for patrons who are in crisis or in acute need (i.e. homeless shelter).
- Lack of fixed route service to Head Start on Eisenhower Road.
- Need more transportation options in the county or rural area.
- Public transportation pick up locations often require crossing busy/dangerous roads.

Issues Carried Over from 2015 Plan

When comparing the updated list to issues identified in the previous Plan, there are some differences. Over half of them continue to be an issue and are included in this plan update. Some issues in the previous Plan were also revised, clarified or combined and several new ones issues identified. Similar to the other two groups, a couple of issues were removed. The reasons as to why they were removed are explained.

Three of the gaps, barriers, and challenges listed in the 2015 Plan were determined to remain an issue without any revisions or clarifications and they are:

- Transportation options for those looking for work.
- Lack of fixed route service to Head Start on Eisenhower Road.
- Public transportation pick up locations often require crossing busy/dangerous roads.

Issues Carried Over from 2015 Plan AND Modified

Some of the gaps, barriers, and challenges that were identified in the 2015 Plan were determined to still be valid but were updated or clarified to better represent current issues. In total, seven of them were updated. Three were done individually while four were combined into one. The following comparison shows the original issues and what they have been updated to. A summary explaining the changes is also provided for each one.

Original: 2nd and 3rd shift workers. CityBus – hours of operation

Updated: Transporting 2nd and 3rd shift workers are challenging. Transit fixed routes do not lend itself to this service, but ridesharing and/or van service could possibly make it feasible.

Many of the factories in the area have 2nd and 3rd shifts and transportation to and from these jobs is challenging. CityBus does not provide very late or very early service. CityBus has been working with various manufactures to provide service but extending routes and adding operational time has been challenging. A possible solution was discussed, so the challenge was updated to reflect what has been observed over the past five years.

Original: Lack of affordable transportation for low income,
Cost to providers and individuals,
Unable to afford bus pass, and
Cost availability.

Updated: Lack of affordable transportation for low income persons who are unable to afford bus passes.

Four of the gaps, barriers and challenges in the 2015 Plan focused on cost and because of that, they were grouped together and combined into one issue. Discussion started with the challenges persons face, especially those who cannot afford a bus pass.

Original: Limited CityBus service, especially nights and weekends.

Updates: Limited transportation services available, especially before midnight, for the purposes of shopping, entertainment, community and cultural events.

This issue is a duplicate that was discussed with the other two groups. Forum members decided to update the wording to match what was previously decided.

Original: Time constraints for CityBus riders.

Updated: The frequency of CityBus service can be challenging to get to work on time, and if there is a need to chain trips such as dropping children off at day care and then going to work.

Additional wording was added for clarity. A distinction was made between arriving to work late while driving a car versus the bus. A person who is driving a car can control when to leave in order to get to work on time but if that person relies on the bus, they cannot control the bus schedule. Discussion also included chaining trips either before or after work. A person driving a car can do this fairly easy but using the bus is challenging due to the location of the other destinations, number of routes needed to be used, number of transfers and fixed schedules. A person relying on the bus must also plan in advance. Trip chaining when using the bus can extensively lengthen trip/travel time. Sometimes trip chaining is impossible to do.

New Issues Identified

Several new gaps, barriers and challenges were added, and they are:

- Organizations having access to affordable transportation for patrons who are in crisis or in acute need (i.e. homeless shelter).

This issue was identified while Forum members discussed bus passes and tokens. Specific details of the discussion can be found under the need bus tokens/passes for low-income adults issue.

- Need more transportation options in the county or rural area.

Forum members identified this issue while discussing the issues disabled persons face. During that discussion it was decided to add it to this group.

Issues Removed

Finally, several issues that were relevant in the 2015 Plan were found to be no longer an issue and they are:

- Limited hours of availability of public transportation.

It was decided this issue was already covered in other sections, so it was removed.

- More easily available assistance to get on Medicaid.

Since adoption of the previous Plan, medical providers are now coming on site to facilities and enrolling persons. Because of this, it was decided that this is no longer an issue.

- Knowing where bus stops are located.

No complaints were brought up or mentioned when this issue was discussed. It was stated that low income persons generally now have smart phones and CityBus has good apps that provide the information and make it easier to catch and ride the bus.

- Need bus tokens/passes for low-income adults.

Discussion of this issue first started on availability. This is no longer a problem because CityBus sales passes to agencies on consignment. It was decided that this issue should be removed. However, the conversation shifted to persons who are in need of transportation during a crisis or in transition. Agencies receive funding from various sources, but more often than not agencies do not received funding to help in transportation. Forum members decided this is a new issue and should be included.

- Transportation for low income youth.

Student in the 5th through 12th grade can purchase a pass for the entire year for just \$2.00. It's unlimited access to all routes. Children in 4th grade and below ride for free and no pass is required. They must be accompanied by an adult. Since CityBus has this policy in place the issue was decided to be no longer relevant.

- Lack of good demographic data prevents good planning and makes designing performance matrices difficult/impossible.

This issue was removed from the previous two groups because no one locally had the ability to make changes to the Census and how they collect and report data.

Assessment Summary

Through socioeconomic analysis and information provided by Forum members, it is evident that elderly, low income, and disabled persons face multiple gaps, barriers, and challenges. The demographic analysis using American Community Survey Census data was helpful in pinpointing general areas where concentrations of these groups live. The areas are not as precise because the data is only available at the Census Tract level. It is no longer available at block and block group level.

According to the Census, our low income population, as a percent of total population, is larger than the nation's. In Tippecanoe County, there were over 35,757 persons living in poverty, over twenty percent (20.9%) of the population. The national average was slightly

more than fifteen percent (15.4%). It's likely that the larger Purdue University student population is responsible for this statistic.

Nearly eleven percent (10.7%) of the population in Tippecanoe County has a disability (19,745 persons). According to the ACS data, disabled persons are concentrated in three Tracts which are located on the southside of Lafayette. The Tract with the largest population, Tract 16, had 1,028 persons. A fifth of the disabled population also live in poverty. The largest concentration of this group is in the northern area of downtown Lafayette.

The Census ACS estimated 19,806 persons in Tippecanoe County were 65 and older, which is over ten percent (10.6%) of the population. Compared to the national percentage (13.4%), our elderly population is slightly smaller. There are three areas in the community with large concentrations of elderly persons (over 1,000 persons in each Tract). Two are located on the edges of both cities and the third is in rural Perry Township. Another discovery is that there are 414 persons who are 65 and older, have a disability and also live in poverty. There are two Census Tracts that have more than 50 persons who are in this group. They are located just south of Teal Road and just east of Sagamore Parkway, between Greenbush and South Streets.

During the Forum meeting, the gaps, barriers and challenges the three groups face were discussed and identified. Some of the issues identified in the previous plan were recognized as continuing. Some issues were identified as still being an issue but were revised due to changes that have occurred over the past five years. There were some issues removed because of various reasons. Forum members also identified new issues.

When comparing the gaps, barriers and challenges the three groups face, several common themes become apparent. Four issues can be identified in which both the disabled and elderly face. One of them is transportation availability. This means that there are a limited number of providers who can provide the specific transportation services. Furthermore, transportation providers may not offer the service that is desired. When looking for transportation, a person may find out that the trip is not possible when needed. Shopping trips, trips for entertainment, or trips for volunteering may not be feasible. Location can play a key role. Making a trip to certain businesses like the large medical facilities or to and from areas such as Wabash Avenue or rural Tippecanoe County is challenging. There are areas where transportation is simply not available or very limited. Finally, the time when services are available may be limited such as during the evening or on weekends.

Another theme is the trip itself. Issues arise even before taking the trip and it involves figuring out what transportation service to use and how to use it. Getting to the spot where service meets the person is an issue. Simply getting to the curb is an issue. Another is getting to a bus stop and even the bus stop itself. Missing sidewalks and/or a lack of amenities at bus stops are issues.

One theme that all three groups face is affordability. This can be especially challenging for those with low income and elderly persons on a fixed income. The ability to purchase a

bus pass is a challenge. There are some organizations who give funds for transportation services, but it's limited. Certain state and federal funds can be used, but only for limited types of medical services. Affordability can also be an issue when a person is in a situation with an acute need.

Limited funding is not exclusive to the person who needs transportation. Service providers also face challenges in offering service. The cost to provide service is expensive and to provide any additional service, more equipment and human resources are needed. To acquire that necessary capital and human resources, additional funds are needed. Replacing equipment like vans can be challenging.

The fourth theme identified is a growing demand. This was especially true for the elderly and disabled groups. Baby boomers are getting older and more and more of them are in their 70's or are older. Additionally, there is a growing need for transportation for the increasing number of disabled veterans. As these groups grow in size, the need and demand for services, especially transportation, increase.

The last theme identified specifically focuses on persons with low income. Transportation to and from their jobs can be a challenge. This is especially an issue for persons who work 2nd and 3rd shifts. Few transportation providers offer this service. Finding transportation to look for a job can also be a challenge.

IV. Strategies and Activities To Address Gaps in Service

The last step in the planning process involves developing strategies and activities needed to alleviate the identified gaps, barriers, and challenges. Forum members were involved in this process. The information in the following sections contains elements from the 2015 plan as well as those identified in the current planning process.

Forum Discussion

The following strategies and activities were developed based on the Forum comments during the May 17, 2021 on-line meeting. They were divided by the same three categories as with the identification of the gaps, barriers, and challenges.

Disabled

Issues Carried Over from 2015 Plan

Need: Some persons with disabilities can use regular buses when weather is good but can't when weather is treacherous.

Strategy:

- Allow greater use of Access with conditional eligibility.
- Construct additional bus shelters.
- Construct sidewalks where they do not currently exist.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.

Need: Some group homes for the developmentally disabled are outside of CityBus routes.

Strategy:

- Extend transit service.
- Provide education for siting new group homes.

Need: Agencies are seeing more clients who are disabled from war injuries.

Strategy:

- Provide transportation resource guides to County offices and Veterans Home.
- Hand out transportation resource guides at meetings.

Need: Work release persons need transportation to and from the Community Corrections facility.

Strategy:

- Extend CityBus service.
- Tap into startup funding.
- Permanently fund extended route/service.
- Provide bus service and information to township offices.

Need: Lack of sidewalks, crosswalks, and pedestrian amenities in some areas (examples: South Street east of Sagamore Parkway).

Strategy:

- Construct sidewalks where they do not currently exist.
- Add pedestrian buttons and signal heads at intersections.

Need: A list of potential providers need to be more accessible to potential clients.

Strategy:

- Send updated contact list to agencies twice a year in January and June.
- Encourage agencies to mail the list to their clients.

Issues Carried Over from 2015 Plan AND Modified

Need: Persons who have cognitive disabilities and/or mental health needs are not always able to master bus schedules.

Strategy:

- Recruit additional trainers.
- Develop a training program for trainers.
- Provide more CityBus travel training.
- Expand CityBus travel training outreach to social service agencies.
- Develop a master list of transportation options in a color handout for community wide distribution.

Need: Limited travel options for persons who are disabled (including those who are prone to seizures or have certain medical issues).

Strategy:

- Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport, which should reduce concern about using public transportation.

Need: It is difficult for blind/low vision passengers getting to CityBus stops and/or unsafe conditions at the bus stop.

Strategy:

- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Provide hail card education.
- Look at additional transportation alternatives.

Need: All local agencies have underserved clients needing transportation.

Strategy:

- Seek out funding opportunities for transportation.

Need: Medicaid/Medicare only pays for limited medical transportation services.

Strategy:

- Seek legislation allowing Medicaid transportation vouchers.
- Assist private transportation providers to be certified Medicaid providers.

New Issues Identified

Need: Inappropriate assistance to blind/low vision persons create safety and security concerns while riding CityBus (example: physical touching).

Strategy:

- Conduct ADA sensitivity training during new hire training.
- Conduct sensitivity training during annual corporate training sessions.

Need: Some key service and support providers are located outside of CityBus routes.

- Strategy:**
- Identify the service/support providers that are located outside of CityBus routes.
 - Identify the route(s) that may be able to serve the providers.
 - Develop an implementation proposal that looks at the additional costs, equipment and human resources needed in order to provide the additional service.
Include in the proposal a review of negative impacts that may occur including in a possible reduction in route service/locations.
 - Seek additional federal, state and local funding.

Need: Limited transportation services, especially before midnight, for the purposes of shopping, work, entertainment, community and cultural events.

- Strategy:**
- Provided additional transit service.
 - Seek additional federal, state and local funding.
 - Expand CityBus travel training outreach to social service agencies.

Need: Agencies that have limited private funding, and use transportation services like Uber and Lyft, limit the type of trips to only medical services.

- Strategy:**
- Work with private funders to expand their limits on what type of trips can be provided.

Elderly

Issues Carried Over from 2015 Plan

Need: Sufficient transportation to accommodate growing number of seniors.

- Strategy:**
- Increase service capacity.
 - Require new senior housing projects to address transportation.
 - Encourage new senior housing to be located on or near a bus route.
 - Construction sidewalks between housing and bus stops.
 - Having adequate amenities at bus stops.
 - Having vehicles that allow easy entre.
 - Providing door to door service.

Need: Transportation services for seniors with limited income.

- Strategy:**
- Provide additional education about transportation options that are targeted to seniors.
 - Develop and implement fundraising programs for nonprofit providers.
 - Contact state representatives and seek out additional funding from State for transportation. (Nonprofit Organizations)

Need: Limited transportation services available, especially before midnight, for the purposes of shopping.

Strategy:

- Additional trip planning educational efforts targeted to seniors.
- Increase service capacity.
- Seek additional operating funding for nonprofit providers.
- Seek assistance from service organizations and private transit providers.

Need: Limited services available to public events - such as Community Health Fair, senior free movies, and senior bingo (to participate and/or volunteer).

Strategy:

- Increase service capacity (CityBus/transit & private affordable transportation).
- Increase education efforts targeted to seniors and assisted living staff.

Need: Poor understanding of bus system (routes, times, drop offs, proximity).

Strategy:

- Provide education and information to seniors and assisted living staff.
- Provide handouts or use available CityBus information.
- Increase outreach (travel training) to target groups and places where seniors live (using paper).

Need: Market CityBus travel training program through agencies that serve the elderly.

Strategy:

- CityBus training services should be an annual part of client training and education by agencies and assisted living facilities.
- Increase outreach (travel training) to target groups and places where seniors live (using paper).

Need: Access to large medical facilities that provide regional services to seniors.

Strategy:

- Identify any new nonprofit organizations that are focused on low income/senior/disabled transportation.
- Send updated contact list to agencies twice a year (target January and June).
- Make sure the agencies are aware of transportation information.
- Assist private transportation providers to become certified Medicaid providers.
- Information to become a certified provider made available to private transportation providers to be able to provide Medicaid transportation services.

Need: Transportation accessibility to pockets of senior housing (such as Wabash Avenue.)

Strategy:

- Identify these locations through demographic and/or provider data (2020 Census).

Need: The limited number of drivers and vehicles affects how quickly service can be provided and sometimes there are long waits for service.

Strategy: • This is a universal issue, contact work force development.

Issues Carried Over from 2015 Plan AND Modified

Need: Important to have affordable elderly housing closer to the downtown area.

Strategy: • All new senior housing, especially low income, should be located on or near a transit route.
• Knowing what property is for sale in the downtown area.

Need: Transportation is usually during the day, more CityBus service for weekend transportation.

Strategy: • Increase service capacity.
• Seek additional operating funding.

Need: The Indiana Bureau of Motor Vehicles (BMV) - do they have resources for drivers who lose their license due to age and physical ability?

Strategy: • BMV staff provide CityBus information.
• Provide transportation resource guide to BMV.

Need: Bus stop access and getting to bus stops.

Strategy: • Construct sidewalks where they do not currently exist.
• Increase and improve street lighting.
• Adopt new Thoroughfare Plan which requires pedestrian and bicycle facilities.
• Revise Unified Subdivision Ordinance to support and implement a new Thoroughfare Plan.
• Better sidewalk maintenance including snow removal and trimming of vegetation.
• City enforcement of snow removal from sidewalks.
• Having adequate amenities at bus stops.

New Issues Identified

Need: Some seniors need door to door service instead of just curb to curb service, especially those who have mobility issues and cannot get to the curb. Door to door service is very expensive and there is a growing need for this service.

Strategy: • Seek out funding opportunities for transportation.
• Expand existing private transportation services.

Need: Small number of providers who provide door to door service.

Strategy:

- Create community awareness that door to door service is a need.
- Seek additional federal, state, and local funding.

Need: Door to door service is easier to get and less expensive for medical appointments, but trips for shopping and other purposes cannot be charged to Medicaid. These trips are expensive.

Strategy:

- Provide transportation resource guides to general public

Low Income

Issues Carried Over from 2015 Plan

Need: Transportation options for those looking for work.

Strategy:

- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Provide transportation resource guide to WorkOne, FSSA and all trustee's offices.
- Provide transportation resource guide to Community Corrections.

Need: Lack of fixed route service to Head Start on Eisenhower Road.

Strategy:

- Extend transit service.
- Seek additional funding sources to extend transit service to Head Start.

Need: Public transportation pick up locations often require crossing busy/dangerous roads.

Strategy:

- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing hazardous bus stop locations.
- Employ context sensitive solutions, especially with INDOT, when reconstructing and developing road projects/improvements.
- Increase and improve general street lighting.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.
- Add pedestrian buttons and signal heads at intersections.
- Connection between housing and bus stops.
- Construct sidewalks where they do not currently exist.
- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.

Issues Carried Over from 2015 Plan AND Modified

Need: Transporting 2nd and 3rd shift workers is challenging. Transit fixed routes do not lend itself to this service, but ridesharing and/or van service could possibly make it feasible.

- Strategy:**
- Seek additional federal, state, and local funding for CityBus.
 - Increase safety on buses and at stops.
 - Develop efficiency standards based on cost/benefits.
 - Seek out funding opportunities for transportation.
 - Develop employer-run ridesharing programs.
 - Car sharing renting opportunities at affordable housing locations.

Need: Lack of affordable transportation for low income persons who are unable to afford bus passes.

- Strategy:**
- Seek out funding opportunities for transportation.
 - Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
 - Seek support from service clubs.

Need: Limited transportation services available, especially before midnight, for the purposes of shopping, entertainment, community and cultural event.

- Strategy:**
- Provide additional transit service.
 - Seek additional federal, state, and local funding for CityBus.
 - Increase safety on buses and at stops.
 - Develop efficiency standards based on cost/benefits.
 - Seek out funding opportunities for transportation.
 - Develop employer-run ridesharing programs.
 - Car sharing renting opportunities at affordable housing locations.

Need: The frequency of CityBus service can make it challenging to get to work on time, especially if there is a need to chain trips, such as dropping children off at day care and then going to work.

- Strategy:**
- Provide assistance and education to low income persons concerning time management and how-to pre-plan bus/transit trips.
 - Additional CityBus childcare facilities.

New Issues Identified

Need: Organizations having access to affordable transportation for patrons who are in crisis or in acute need (i.e. homeless shelter).

Strategy:

- Provide transportation resource guide to organizations.
- Seek out funding opportunities for transportation.

Need: Need more transportation options in the county or rural area.

Strategy:

- Need drivers to support transportation services
- Provide additional advertising to reach the rural population.

Strategies Summary

During the May meeting, Forum members developed strategies to meet the needs gaps, barriers and challenges that were identified previously. Some of them were identical to those that were identified in the previous plan while others were new.

Many of the Forum ideas can be summarized into specific categories. Several of them that were identified were infrastructure and education/information improvements. Strategies for infrastructure included constructing and maintaining sidewalks and safety on the buses and at bus stops. Education strategies include providing programs about trip planning, availability of general information, and developing and distributing information about individual programs currently available. An updated transportation resource guide is one specific information improvement. Forum members identified some strategies focused on additional service and additional funding, while other ideas included: enhanced coordination, improved safety, benefit/cost studies, and improved cooperation with the development community.

V. Strategies and Activities Priorities

During the May Forum meeting, APC staff stated that the next step in developing the Plan Update was to prioritize the strategies and activities. It was proposed that instead of going through each one individually, the updated plan would follow the format of the previous plan. Only the two most important strategies were identified/prioritized, and the others were assigned to agencies that would be the best at carrying them out. Forum members agreed that this would be preferable.

The two most important strategies and activities are: additional service and additional funding. As stated in the previous plan, many of the needs identified can be addressed by adding or expanding service, an option only possible with additional funding.

APC staff will continue sponsoring the annual Forum meeting. Invitations will continue to include social service agencies and transportation providers. The meeting will provide a status report on implementation of the strategies and provide an opportunity for agencies and providers to present new issues, problems, barriers and gaps being encountered that have not been addressed in this report.

The following is a summary of the strategies by agency.

CityBus

Additional Service:

- Allow greater use of Access under conditional eligibility.
(CityBus already provides conditional eligibility service.)
- Extend transit service.
- Increase service capacity.
- Provide additional transit service.
- Seek additional funding sources to extend transit service to Head Start.
- Identify the service/support providers that are located outside of CityBus routes.
- Identify the route(s) that may be able to serve the providers.
- Develop an implementation proposal that looks at the additional costs, equipment and human resources needed in order to provide the additional service. Include in the proposal a review of negative impacts that may occur including in a possible reduction in route service/locations.

Bus Shelter/Infrastructure:

- Construct additional bus shelters.
- Construct concrete pads at designated bus stops.
- Implement a snow removal program for bus stops.
- Develop better identification of individual buses.
- Provide better bus stop predictability.
- Increase safety on buses and at stops.
- Additional CityBus childcare facilities.

CityBus, continued

- Increase safety on buses and at stops.
- Having adequate amenities at bus stops.
- Provide bus service and information to township offices.

Education/Information

- Provide outreach (travel training) to target groups and places where seniors live (using paper).
- Expand CityBus travel training outreach to social service agencies.
- Provide hail card education.
- Provide education for siting new group homes.
- Provide additional educational about transportation options that are targeted to seniors.
- Additional trip planning education efforts targeted to seniors.
- Provide assistance and education to low income persons concerning time management and how to pre-plan bus/transit trips.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- CityBus training services should be an annual part of client training and education by agencies and assisted living facilities.
- Conduct ADA Sensitivity training during new hire training.
- Conduct sensitive training during annual corporate training sessions.

Funding:

- Tap into federal startup funding.
- Seek additional federal, state, and local funding.
- Permanently fund extended route/service.

Efficiency Standards:

- Develop efficiency standards based on cost/benefits.

Coordination:

- Coordinate with APC, Lafayette, West Lafayette, INDOT and CityBus when addressing bus stop locations that may be hazardous.

Nonprofit Organizations

Additional Service:

- Need drivers to support transportation services.
- Providing door to door service.
- Contact work force development.
- Increase service capacity.
- Identify the service/support providers that are located outside of CityBus routes.

Education/Information:

- Recruit additional trainers.
- Develop a training program for trainers.

Nonprofit Organizations, continued

- Provide education and information to non-Wabash Center riders that 911 will be called when any medical emergency arises while a person is in transport, which should reduce concern about using public transportation.
- Provide education about existing programs: Vocational Rehabilitation, Impact, etc.
- Encourage agencies to mail the list of transportation providers to clients.
- Provide additional advertising to reach the rural population.
- Increase education efforts targeted to seniors and assisted living staff.
- Provide handouts or use available CityBus information.

Funding:

- Seek out funding opportunities for transportation.
- Contact state representatives and seek out additional funding from State for transportation
- Develop and implement fundraising projects for specific programs.
- Work with private funders to expand their limits on what type of trips can be provided.

Development:

- Knowing what property is for sale in the downtown area.
- Having vehicles that allow easy entry.

Coordination:

- Seek support from service clubs.
- Encourage agencies to mail the list of their clients.
- Seek assistance from service organizations and private transit providers.

Retailers and Businesses

- Develop employer-run ridesharing programs.

Developers

- Encourage new senior housing projects to be located on or near a bus route.
- Require new senior housing projects to address transportation.

Local and State Government

Infrastructure:

- Construct sidewalks where they do not currently exist.
- Construct sidewalks between housing and bus stops.
- Increase and improve street lighting.
- Better sidewalk maintenance including snow removal and trimming of vegetation.
- City enforcement of snow removal from sidewalks.
- Develop, adopt and implement a suite of pedestrian friendly street treatments.

Local and State Government, continued

- Add pedestrian buttons and signal heads at intersections.
- Provide additional advertising to reach the rural population. (Trustees)
- Encourage new senior housing projects to be located on or near a bus route.

Area Plan Commission

- Develop a master list of transportation options in a color handout for community wide distribution.
- Adopt new Thoroughfare Plan which requires pedestrian and bicycle facilities.
- Revise Unified Subdivision Ordinance to support and implement a new Thoroughfare Plan.
- Organize annual Forum meeting to review and update this Plan.
- Send updated contact list to agencies twice a year in January and June.
- Seek federal, state, and local funding.
- Employ context sensitive solutions when reconstructing and developing road projects/improvements.
- Identify any new nonprofit organizations that are focused on low income/senior/disabled transportation.
- Provide transportation resource guides to general public.
- Provide transportation resource guides to WorkOne, FSSA and all trustee's offices.
- Provide transportation resource guides to Community Corrections.
- Provide brochures to organizations.
- Provide transportation resource guides to BMV.
- Provide transportation resource guides to County Offices and Veterans Home.
- Hand out transportation resource guides at meetings.
- Require new senior housing projects to address transportation.
- Encourage new senior housing projects to be located on or near a bus route.
- All new senior housing, especially low income, should be located on or near a transit route.
- Assist private transportation providers to become certified Medicaid providers.
- Identify these locations through demographic and/or provider data (2020 Census).
- Create community awareness that door to door service is a need.

Other

- Seek legislation allowing Medicaid transportation vouchers.
- BMV staff provide CityBus information.
- Expand existing private transportation services.
- Make sure agencies are aware of transportation information.

VI. Conclusion

Transportation options are essential to the disabled, elderly and persons with low income. Many of these citizens face challenges, difficulties and barriers accessing essential services such as medical care, social services, shopping, educational facilities, employment and cultural events. The underlying theme of this plan update is to reduce and remove those obstacles and improve transportation options. Making transportation easier for these persons improves their quality of life.

Developing this update was challenging due to the COVID-19 pandemic and the reliance on on-line meetings. Specialized structured group meeting formats that were used previously could not be used. The on-line meetings did identify transportation issues for the target populations. The need for additional funding continues to be an overarching challenge.

Data collection, analysis and mapping identified where special needs persons live. Unfortunately, the Census Bureau's American Community Survey does not permit us to identify concentrations of these persons with any reliability because the data is only available at the Census Tract level. This situation presents another challenge and barrier, especially to transportation providers.

Beyond assessing needs and identifying gaps in service, this Plan update sets out potential strategies to improve transportation for those most in need. Additionally it:

- guides funding decisions for projects and improvements;
- provides the fundamental planning support necessary for service providers making applications for federal funds; and
- gives decision makers sufficient information and justification to increase program funding.

Federal guidelines recommend that this plan be updated following the same cycle as Metropolitan Transportation Plans (MTP). Development of the 2050 MTP is currently on going. Thus, this Plan update fulfills that requirement. Until the next MTP update, APC staff will organize and host an annual meeting of Forum members to facilitate the exchange of information, identify new challenges and trends, and most importantly, report progress.

Appendices

- 1) Socioeconomic Data
- 2) Census Tract Map
- 3) Transportation Provider Survey
- 4) Forum Member List

Appendix 1: Socioeconomic Data

**Number of Persons 65 and Older
2013-2017 American Community Survey, Table B01001**

2010 Census Tract	Total Population	# of Persons 65 & Older	Percentage	65+ and Disabled	65+ and Poverty	65+ and Disabled & Poverty
1	2,862	248	8.7%	98	22	10
2	1,899	187	9.8%	108	12	6
3	3,408	474	13.9%	240	34	10
4	5,028	325	6.5%	118	17	9
7	3,531	541	15.3%	151	19	10
8	2,060	211	10.2%	132	28	17
10	1,477	169	11.4%	31	6	6
11	2,954	388	13.1%	168	14	4
12	2,059	368	12.0%	152	22	0
13	4,917	854	17.4%	318	61	61
14	3,436	558	16.2%	213	7	7
15.01	4,445	383	8.6%	196	0	0
15.02	6,312	691	10.9%	272	36	12
16	11,748	1,089	9.3%	514	52	0
17	7,198	468	6.5%	153	13	0
18	4,088	710	17.4%	377	91	57
19	4,285	831	19.4%	280	50	34
51.01	3,497	758	21.7%	296	55	22
51.02	5,221	798	15.3%	185	0	0
52	5,319	822	15.5%	267	33	1
53	3,657	148	4.0%	42	0	0
54	7,686	8	0.1%	0	0	0
55	4,364	0	0.0%	0	0	0
101	6,306	926	14.7%	282	25	20
102.01	5,292	623	11.8%	173	32	32
102.03	10,315	1,350	31.1%	326	31	18
102.04	12,983	817	6.3%	157	0	0
103	3,388	13	0.4%	13	0	0
104	6,105	0	0.0%	0	0	0
105	2,378	16	0.7%	0	5	0
106	5,788	957	16.5%	226	46	10
107	5,230	413	7.9%	174	0	0
108	5,142	668	13.0%	213	39	9
109.01	8,048	1,065	13.2%	387	29	11
109.02	4,350	644	14.8%	224	18	11
110	4,359	458	10.5%	164	36	25
111	3,948	827	20.9%	300	12	12
Total	186,081	19,806	10.6%	6,950	845	414

**Number of Persons with a Disability
2013-2017 American Community Survey, Table S1810**

2010 Census Tract	Total Population	# of Persons w/ a Disability	Percentage of Persons w/ a Disability	Disabled and Income Below Poverty
1	2,453	628	25.6%	146
2	1,899	432	22.7%	52
3	3,408	540	15.8%	31
4	4,915	702	14.3%	472
7	3,310	462	14.0%	145
8	2,060	290	14.1%	83
10	1,477	133	9.0%	32
11	2,935	461	15.7%	40
12	3,059	538	17.6%	120
13	4,917	631	12.8%	77
14	3,436	635	18.5%	143
15.01	4,445	703	15.8%	178
15.02	6,312	914	14.5%	115
16	11,727	1,028	8.8%	77
17	7,196	918	12.8%	209
18	4,023	804	20.0%	118
19	4,266	573	13.4%	197
51.01	3,355	441	13.1%	59
51.02	5,108	311	6.1%	10
52	5,319	542	10.2%	87
53	3,648	131	3.6%	74
54	7,672	142	1.9%	20
55	4,356	228	5.2%	131
101	6,306	725	11.5%	92
102.01	5,292	571	11.5%	92
102.03	10,049	788	7.8%	266
102.04	12,931	773	6.0%	343
103	3,388	257	7.6%	33
104	6,105	286	4.7%	0
105	2,378	53	2.2%	10
106	5,788	624	10.8%	57
107	5,221	548	10.5%	64
108	5,074	596	11.7%	34
109.01	8,039	684	8.5%	110
109.02	4,350	578	13.3%	53
110	4,359	459	10.5%	62
111	3,799	636	16.7%	134
Total	184,375	19,765	10.7%	3,966

**Number of Persons Living in Poverty
2013-2017 American Community Survey, Table S1701**

2010 Census Tract	Total Population	# of Persons in Poverty	Percentage of Persons in Poverty	Working Full Time and In Poverty	Working Part Time and In Poverty	Not Working and in Poverty
1	2,453	542	22.1%	38	252	135
2	1,890	380	20.1%	42	170	69
3	3,379	290	8.6%	52	37	126
4	4,915	2,010	40.9%	22	630	982
7	3,272	645	19.7%	13	288	251
8	2,060	332	16.1%	25	94	97
10	1,477	170	11.5%	15	83	31
11	2,915	229	7.9%	4	65	136
12	2,997	468	15.6%	9	154	165
13	4,870	721	14.8%	106	259	149
14	3,436	458	13.3%	65	132	124
15.01	4,414	1,233	27.9%	70	359	200
15.02	6,297	980	15.6%	55	168	462
16	11,719	966	8.2%	149	194	185
17	7,196	2,139	29.7%	168	683	344
18	4,006	905	29.7%	157	322	187
19	4,278	613	14.3%	66	225	172
51.01	3,370	862	25.6%	63	210	364
51.02	5,073	238	4.7%	9	123	53
52	5,319	1,103	20.7%	32	597	226
53	3,562	1,985	55.7%	48	1,553	314
54	5,008	3,682	73.5%	91	2,502	1,065
55	3,581	2,866	80.3%	49	2,225	592
101	6,306	253	4.0%	12	42	168
102.01	5,261	370	7.0%	24	155	60
102.03	10,037	2,834	28.2%	89	1,080	1,321
102.04	12,938	4,609	35.6%	154	2,606	1,408
103	602	478	79.4%	7	195	276
104	0	0	----	0	0	0
105	929	415	44.7%	0	150	174
106	5,751	336	5.8%	53	124	79
107	5,210	386	7.4%	41	113	94
108	5,502	219	4.3%	17	82	55
109.01	7,951	538	6.8%	77	86	125
109.02	4,299	256	6.0%	36	54	99
110	4,311	284	6.6%	4	123	60
111	3,813	780	20.5%	37	300	239
Total	169,937	35,575	20.9%	1,899	16,435	10,587
				1.1%	9.7%	6.2%

**Households and Workers with No or Only One Vehicle Available
2013-2017 American Community Survey, Table B08201**

2010 Census Tract	Total Number of Households	Households With No Vehicles	Workers 16+ With No Vehicles Available	Households With One Vehicle	Workers 16+ With Only One Vehicles Available
1	1,088	122	55	465	383
2	1,340	61	49	276	275
3	2,161	86	51	555	499
4	1,495	530	200	1,107	1,116
7	797	344	360	571	451
8	645	28	21	298	228
10	1,386	9	0	296	262
11	1,294	79	44	622	489
12	2,038	119	23	550	532
13	1,322	131	150	787	584
14	1,975	57	87	484	398
15.01	1,975	365	157	722	567
15.02	2,652	177	38	1,044	946
16	4,357	79	124	1,055	993
17	3,440	203	68	2,042	1,821
18	1,727	100	16	856	756
19	1,746	40	12	505	444
51.01	1,714	391	249	952	545
51.02	1,804	0	0	420	369
52	2,278	114	65	1,024	719
53	1,561	111	76	712	611
54	1,812	337	297	599	580
55	1,679	262	245	674	589
101	2,381	17	0	376	263
102.01	1,801	24	17	350	294
102.03	3,540	130	98	930	919
102.04	5,127	328	231	1,878	1,549
103	230	71	17	117	94
104	0	0	0	0	0
105	401	127	93	265	230
106	2,234	64	30	635	442
107	1,614	17	0	246	278
108	1,948	56	21	615	391
109.01	3,065	65	66	688	499
109.02	1,620	28	10	343	199
110	1,613	20	11	361	333
111	2,129	244	160	1,229	971
Total	68,771	4,936	3,141	24,649	20,619

**Number of Housing Units by Type of Occupancy and by Income
2013-2017 American Community Survey, Table S2503**

2010 Census Tract	Number of Occupied Housing Units	Number of Occupied Housing Units & Income Less Than \$15,000	Number of Owner Occupied Housing Units	Number of Owner Occupied Housing Units & Income Less Than \$15,000	Number of Renter Occupied Housing Units	Number of Renter Occupied Housing Units & Income Less Than \$15,000	Median Household Income
1	1,088	298	409	72	679	226	35,109
2	757	78	441	25	316	53	37,153
3	1,340	74	898	65	442	9	50,546
4	2,161	567	444	48	1,717	519	26,862
7	1,495	313	446	43	1,049	270	33,750
8	797	120	538	52	259	68	48,750
10	645	28	384	6	261	22	53,750
11	1,386	110	996	38	390	72	47,466
12	1,294	206	725	50	569	156	36,189
13	2,038	196	1,388	45	650	151	45,928
14	1,322	141	902	113	420	28	47,273
15.01	1,975	472	676	18	1,299	454	37,481
15.02	2,652	271	1,573	37	1,079	234	55,912
16	4,357	165	3,312	51	1,045	114	72,375
17	3,440	669	514	27	2,926	642	38,105
18	1,727	134	665	66	1,062	68	40,083
19	1,746	145	1,166	60	580	85	60,038
51.01	1,714	356	392	34	1,322	322	30,643
51.02	1,804	90	1,519	51	285	39	98,100
52	2,278	334	1,348	26	930	308	57,321
53	1,561	581	493	58	1,068	523	24,792
54	1,812	816	57	12	1,755	804	17,938
55	1,679	1,061	0	0	1,679	1,061	8,819
101	2,381	99	2,065	27	316	72	77,341
102.01	1,801	71	1,433	54	368	17	72,349
102.03	3,540	605	1,985	84	1,555	521	58,895
102.04	5,127	1,248	1,973	147	3,154	1,101	42,935
103	230	159	4	0	226	159	5,789
104	0	0	0	0	0	0	0
105	401	153	5	5	396	148	21,433
106	2,234	74	1,879	51	355	23	71,404
107	1,614	77	1,475	59	139	18	75,735
108	1,948	148	1,378	32	570	116	80,238
109.01	3,065	57	2,415	13	650	44	71,148
109.02	1,620	111	1,406	81	214	30	72,074
110	1,613	97	1,283	51	330	46	65,492
111	2,129	389	673	43	1,456	346	35,956
Total	68,771	10,513	37,260	1,644	31,511	8,869	50,486

**Number of Veterans
2013-2017 American Community Survey, Table S2101**

2010 Census Tract	Total Population	Total Number of Veterans	Number of Veterans 65 and Older	Number of Veterans with a Disability	Number of Veterans Who Live in Poverty
1	2,732	174	7.3%	60	7
2	1,516	122	8.0%	43	0
3	2,489	191	7.7%	85	10
4	4,089	205	5.0%	69	15
7	2,810	237	8.4%	26	34
8	1,477	120	8.1%	51	37
10	1,125	72	6.4%	4	31
11	2,340	186	7.9%	76	0
12	2,283	208	9.1%	65	3
13	3,851	295	7.7%	62	0
14	2,603	273	10.5%	82	0
15.01	3,077	155	5.0%	77	45
15.02	4,829	402	8.3%	125	15
16	8,434	513	6.1%	141	27
17	5,493	268	4.9%	47	0
18	3,202	385	12.0%	136	0
19	3,289	276	8.4%	71	0
51.01	2,643	131	5.0%	47	9
51.02	3,750	141	3.8%	45	0
52	4,230	205	4.8%	47	0
53	3,336	29	0.9%	6	7
54	7,580	11	0.1%	0	0
55	4,353	3	0.1%	3	3
101	4,870	455	9.3%	92	9
102.01	3,824	218	5.7%	74	0
102.03	7,966	562	7.1%	96	2
102.04	10,457	229	2.2%	0	0
103	3,334	5	0.1%	0	0
104	6,059	17	0.3%	0	0
105	2,158	46	2.1%	0	0
106	4,476	278	6.2%	56	5
107	3,693	184	5.0%	40	11
108	3,723	201	5.4%	30	18
109.01	5,786	296	5.1%	100	0
109.02	3,222	325	10.1%	103	15
110	3,191	209	6.5%	57	0
111	3,454	387	11.2%	85	69
Total	147,383	8,014	5.4%	2,101	372

Retail, NonRetail and Manufacturing Employment – Tippecanoe County InfoGroup USA 2019 Download

Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment	Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment
1	39	414	20	51	12	0	0
2	79	528	0	52	2	57	2
3	238	1,426	38	53	86	476	60
4	81	474	41	54	65	211	0
5	132	356	25	55	81	13	0
6	287	924	25	56	288	22	0
7	40	262	60	57	0	18	0
8	51	551	10	58	93	105	0
9	7	607	410	59	47	18	6
10	1	10	0	60	2	171	0
11	128	537	0	61	10	20	0
12	128	709	213	62	13	13	0
13	3	119	0	63	2	16	0
14	23	967	0	64	5	124	0
15	37	123	102	65	44	7	0
16	20	23	0	66	9	23	0
17	29	77	7	67	0	8	0
18	25	34	0	68	0	81	0
19	8	190	0	69	47	150	0
20	483	399	0	70	0	17	0
21	7	31	0	71	0	41	0
22	11	95	13	72	423	445	99
23	432	529	33	73	43	2,079	2,000
24	1	316	0	74	0	112	0
25	51	510	27	75	17	22	0
26	15	92	0	76	250	0	0
27	82	208	12	77	10	49	0
28	8	487	0	78	53	469	34
29	14	47	0	79	82	71	35
30	555	312	55	80	57	638	292
31	43	195	1	81	1	3	0
32	36	1,621	1,528	82	19	117	28
33	88	73	0	83	15	9	0
34	60	1,048	1,000	84	0	7	0
35	9	21	0	85	0	146	0
36	214	39	7	86	0	201	0
37	0	283	0	87	1	8	0
38	0	26	0	88	3	31	5
39	0	68	0	89	0	17	0
40	0	71	0	90	22	8	0
41	7	114	2	91	2	0	0
42	2	38	0	92	0	4	0
43	3	87	0	93	0	20	0
44	31	25	0	94	127	92	0
45	8	166	0	95	250	165	0
46	30	223	27	96	106	118	0
47	32	80	16	97	0	31	0
48	0	22	0	98	65	79	0
49	10	499	0	99	17	87	0
50	11	178	6	100	13	24	0

Retail, NonRetail and Manufacturing Employment – Tippecanoe County InfoGroup USA 2019 Download

Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment	Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment
101	2	0	0	151	8	160	0
102	0	173	0	152	483	1,054	0
103	3	18	0	153	464	242	0
104	4	20	0	154	6	93	0
105	0	21	0	155	5	96	0
106	13	30	25	156	13	102	0
107	0	76	0	157	0	392	335
108	1	3	0	158	28	104	0
109	14	5	0	159	0	549	13
110	45	95	47	160	646	185	0
111	86	156	0	161	80	48	0
112	7	85	7	162	340	229	63
113	125	5,661	5,600	163	297	61	12
114	8	1,886	0	164	0	151	0
115	0	0	0	165	7	863	0
116	18	169	22	166	0	137	0
117	0	0	0	167	8	69	0
118	0	651	0	168	124	230	145
119	82	203	0	169	372	314	0
120	156	56	0	170	117	199	0
121	292	35	0	171	91	117	0
122	10	3	0	172	15	15,697	0
123	1,778	96	0	173	25	99	0
124	215	35	0	174	0	87	0
125	319	522	12	175	77	140	0
126	0	3	0	176	25	114	0
127	27	168	0	177	60	200	0
128	207	277	7	178	3	109	0
129	31	183	0	179	5	78	0
130	0	1,983	0	180	17	72	5
131	57	666	0	181	30	265	5
132	0	13	0	182	0	170	0
133	0	0	0	183	167	133	0
134	0	121	0	184	161	258	12
135	255	0	0	185	54	107	49
136	8	547	303	186	0	147	0
137	831	187	28	187	0	105	0
138	25	5	0	188	0	76	0
139	8	735	0	189	4	0	0
140	10	41	0	190	237	189	0
141	339	214	67	191	375	135	0
142	550	77	0	192	0	295	0
143	0	163	0	193	0	2	0
144	6	270	270	194	0	29	0
145	545	256	4	195	26	752	21
146	0	1,900	0	196	0	19	0
147	260	468	58	197	246	1,280	53
148	482	937	125	198	0	699	0
149	44	63	15	199	0	27	0
150	0	0	0	200	0	6	0

Retail, NonRetail and Manufacturing Employment – Tippecanoe County InfoGroup USA 2019 Download

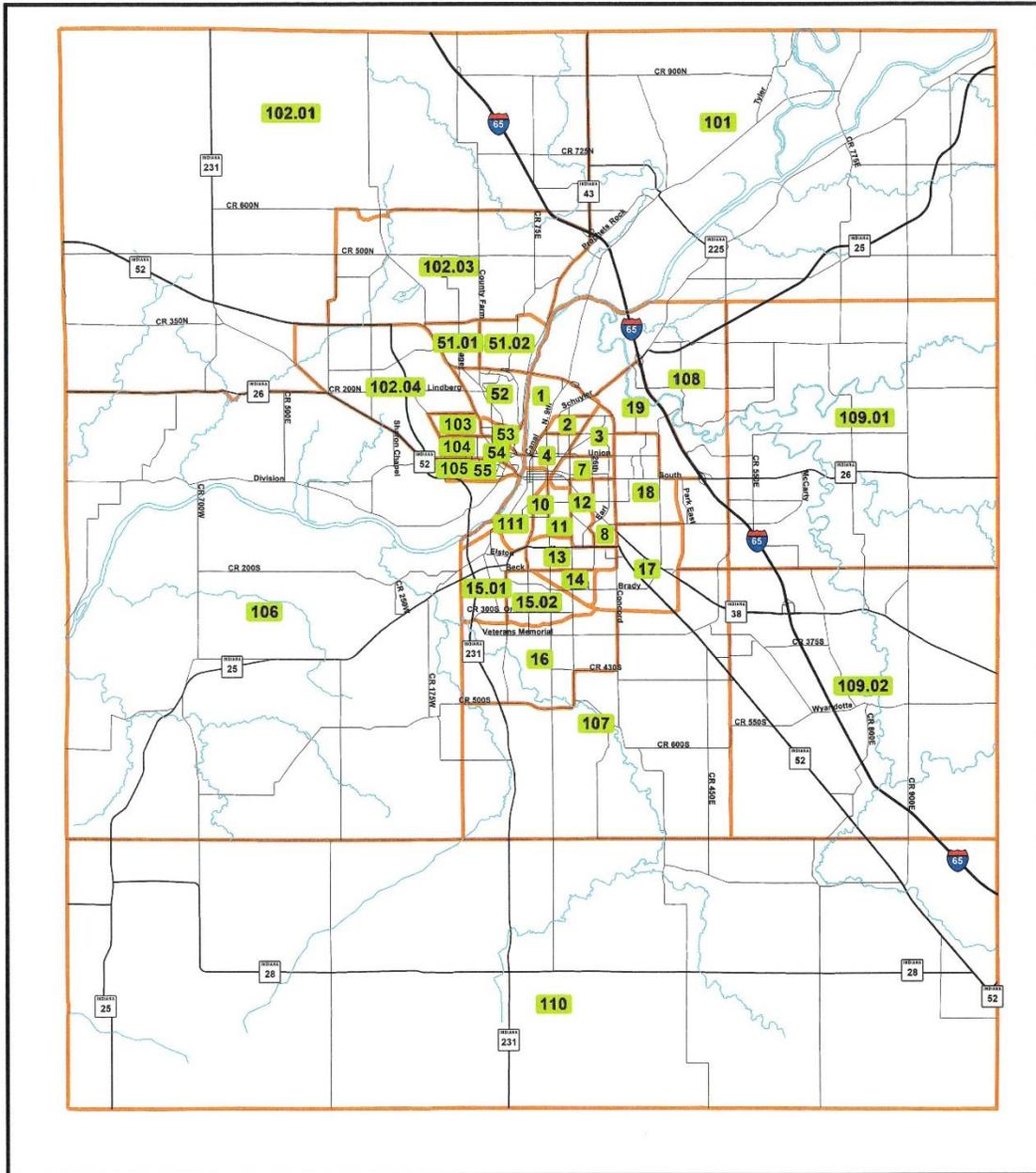
Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment	Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment
201	2	12	0	251	3	56	5
202	0	63	0	252	97	7	0
203	4	20	0	253	61	73	0
204	8	65	0	254	0	31	0
205	7	10	0	255	3	19	0
206	40	6	0	256	5	15	0
207	487	51	0	257	2	0	0
208	12	11	11	258	0	12	0
209	0	4	0	259	36	107	0
210	39	81	0	260	19	112	2
211	20	203	0	261	0	19	0
212	15	0	0	262	30	224	73
213	0	2	0	263	16	33	0
214	123	29	0	264	0	62	0
215	452	37	0	265	24	76	0
216	0	0	0	266	0	51	0
217	0	8	0	267	2	44	0
218	26	84	0	268	24	12	0
219	18	216	2	269	0	103	100
220	1	77	0	270	0	7	0
221	5	3	0	271	0	0	0
222	0	10	0	272	0	32	0
223	0	38	0	273	0	25	0
224	12	24	3	274	5	14	0
225	16	47	0	275	0	11	0
226	12	10	4	276	0	3	0
227	0	3	0	277	272	37	0
228	0	34	0	278	520	201	0
229	0	0	0	279	2	0	0
230	0	9	0	280	0	65	0
231	2	47	0	281	4	51	0
232	5	38	0	282	0	26	0
233	0	100	15	283	1	173	0
234	4	0	0	284	0	6	0
235	6	804	650	285	5	14	0
236	0	81	28	286	0	5	0
237	0	0	0	287	2	159	0
238	0	2	2	288	0	3	0
239	0	0	0	289	6	63	0
240	10	66	28	290	0	0	0
241	2	16	0	291	0	0	0
242	0	53	0	292	0	13	0
243	0	80	0	293	18	2	0
244	0	3	0	294	28	186	0
245	0	2	0	295	0	40	8
246	0	3	0	296	2	11	0
247	0	114	0	297	0	31	0
248	0	3	0	298	12	67	0
249	0	11	0	299	3	38	0
250	0	170	0	300	0	33	1

**Retail, NonRetail and Manufacturing Employment – Tippecanoe County
InfoGroup USA 2019 Download**

Traffic Zone	Retail Employment	NonRetail Employment	Manufacturing Employment
301	0	34	28
302	3	73	
303	2	153	106
304	0	14	
305	0	10	
306	2	20	
307	13	21	
308	0	8	
309	8	20	
310	0	16	5
311	0	20	
312	35	29	
313	8	18	
314	0	14	
315	0	8	
316	0	28	12
317	0	100	
318	16	76	
319	1	47	
320	9	23	
321	30	0	
322	0	0	
323	0	69	5
324	0	550	550
Total	20,163	75,311	15,180

Appendix 2: Census Tract Map

Census Tracts



Source: 2013-2017 US Census, American Community Survey
Prepared by the Area Plan Commission of Tippecanoe County



Appendix 3: Transportation Provider Survey

Instructions for completing the Transportation Provider Survey.

Please review the following instructions for successfully completing the fillable pdf form.

- Use only the latest version of Adobe Acrobat or Reader to complete the fillable PDF survey. Macintosh and Windows versions of the free Adobe Reader are available from Adobe at: <http://get.adobe.com/reader>.
- **Do not complete the form online within your web browser; your data will not be saved. Before taking the survey, save the form (PDF format) to a location on your computer. (Examples: Desktop or Documents).**
- To save the survey, **right click** on the file and click "Save link as".
- **Save** to your Desktop or Documents.
- Once you have saved the form to your computer, you are ready to take the survey.
- **Open** the survey and fill it out.
- After you have completed it, **Save** it.
- If you are not able to complete it all at once, simply save it. When you do have the time to complete it, simply reopen it and continue filling it out.
- Email your completed survey to APC at dpoad@tippecanoe.in.gov. Do this by attaching it to an email.
- Again, before sending your email, don't forget to attach your completed survey.
- Thank you for taking the time to complete our survey.

Transportation Provider Survey

- 1) Agency Name:
- 2) Contact Name:
- 3) Contact Email:
- 4) Telephone:
- 5) Street Address:

- 6) Please provide a mission statement for your agency or general description of services provided.

- 7) Who are the clients you serve? Please check all that apply.

- Elderly
- People with physical disabilities
- People with mental disabilities
- Low-income
- Other (please specify)

- 8) Please describe your geographic service area.

9) When do your clients need service? Please check all that apply.

- Weekdays
- Weekends
- Evenings
- 24/7
- Other (please specify)

10) Type of service provided. Please check all that apply.

- Fixed route/scheduled
- Door to door
- Through the door
- Demand response
- Same day
- Next day

11) Please tell us the eligibility requirements for your specialized transportation service.

12) Do you charge or accept a fare for your transportation services?

- Yes
- No
- No, but accept donations.

If yes, what is it?

13) How many one-way trips for specialized transportation users do you provide per month?

14) Type of trips provided. Please check all that apply.

- Transit agency
- Residential/home service
- Nursing home, retirement center, senior center
- Social service agency/organization
- Medical transportation
- Adult day care
- Places of employment
- Job training
- Grocery shopping
- Other life maintenance: shopping, post office, banking, etc.
- Social or entertainment
- School

15) What specific destinations are most often requested by your clients?
Examples: Pay Less Market Square, Ivy Tech, Unity Healthcare

16) How many and what types of vehicles do you own?

Appendix 4: Forum Member List

Forum Mailing List

<i>Company/Organization</i>	<i>Contact</i>
ABILITIES SERVICES INC	MICHELLE SMITH
ANGELS SENIOR HOME SOLUTIONS	BRENDA RENALDO
AREA IV AGENCY ON AGING AND COMMUNITY SERVICES INC	ELVA JAMES
ASPIRE INDIANA	JULIE FOLTZ
ASSOCIATION ON HIGHER EDUCATION AND DISABILITY	RANDALL WARD
ASTER PLACE	RACHEL SAILORS
BAUER FAMILY RESOURCES	PAM BIGGS-REED
BEEHIVE HOMES	SAILAJA DAMINENI
BICKFORD OF LAFAYETTE	BRENDA SHEPHERD
BIG BROTHERS BIG SISTERS	CHAD KROCKOVER
BRIARWOOD	JAMI BUSH
BRIDGES OF INDIANA	STEVE BUYER
BRIGHTSTAR CARE	LISA MINIER
CAREGIVER COMPANION	DIANA SALAZAR
CARL'S TAXI SERVICE	CARL SNYDER
CITYBUS	MARTY SENNETT
COMFORT KEEPERS	SCOTT SKINNER
COMMUNITY CANCER NETWORK	JESSICA MORIN
COMMUNITY ECONOMIC DEVELOPMENT	DENNIS CARSON
COMMUNITY VENTURE IN LIVING	RIC BROWN
CORNERSTONE AUTISM CENTER	TORI MOWERY
CREASY SPRINGS HEALTH CAMPUS	JUSTIN RIFE
CUMBERLAND POINTE	GAIL BALDWIN
DIGBY PLACE	CHRISTY LINN
ELARA CARING HOSPICES	DENISE BOAS
ELMCROFT	JEREMY RIEMAN
EXPRESS AIR COACH INC	PAUL DAVIS
FAITH CHURCH AND COMMUNITY CENTER	JOSH KARSHEN
FAITH COMMUNITY CENTER WEST	JOSHUS GREINER
FAMILY PROMISE OF GREATER LAFAYETTE	NAKESHIA HEDRICK
FARRINGTON APARTMENT	KATHY LIKE
FIRST STEPS	TANGIE ARMSTRONG
FIVE STAR RESIDENCES	BRADLEY MILLER
FOOD FINDERS FOOD BANK INC	KATY BUNDER
FOWLER APARTMENTS	PHYLLIS MERRELL
FRANCISCAN HEALTH	LISA DECKER
FRANCISCAN HEALTH	MARCIE DAVIN
FRANCISCAN HOME CARE LAFAYETTE	KATHY CAREY

<i>Company/Organization</i>	<i>Contact</i>
FRIENDSHIP HOUSE	BEVERLY WALLACE
GLASSWATER CREEK	DAWN WALKER
GRANGER CARE SERVICES	DONNA GRANGER
GREYHOUND	JOSEPH HAPAC
HABITAT FOR HUMANITY	TIM ELLIOTT
HANNA COMMUNITY CENTER	TRACY FULLER
HEARTLAND AMBULANCE SERVICE	AMISH PATEL
HELP AT HOME INC	HEATHER SOLOMON
HERITAGE HEALTHCARE	KEVIN PRIEN
HISTORIC JEFF CENTRE	PAULA BENGE
HOME CARE BY DESIGN	LEE GOUDY
HOME INSTEAD SENIOR CARE	CHRIS IRONS
HOME WITH HOPE	ALLISON MINER
HOMESTEAD CONSULTING SERVICES	MARIE MORSE
HOOSIERS AT HOME	NATE HENDRICK
IMPERIAL TRAVEL SERVICES	JIM CALLOWAY
IN FAMILY & SOCIAL SERVICES	PENELOPE YOHO
INDIANA LEGAL SERVICES INC.	JENNIFER MILLER
INDIANA MENTOR	CAROLYN WHITE
INDIANA VETERANS HOME	JOY GROW
INTEGRITY CARE LLC	OLURANTI LADAPO
IPMG	JENNIFER MAURER
JOYFUL JOURNEY	BESS WITCOSKY
LAFAYETTE CRISIS CENTER	BRANDI CHRISTIANSEN
LAFAYETTE HOUSING AUTHORITY	MICHELLE REYNOLDS
LAFAYETTE LIMO	AMANDA FLORIAN
LAFAYETTE SENIOR TRANSPORTATION AND CONCIERGE	KAY STEPHENS
LAFAYETTE TRANSITIONAL HOUSING	JENNIFER LAYTON
LAFAYETTE URBAN MINISTRY	WES TILLET
LARA	AMY WOOD
LATINO CENTER FOR WELLNESS & EDUCATION	CASSANDRA SALAZAR
LATINO CULTURAL CENTER	CARINA OLARU
LEADERSHIP LAFAYETTE	KITTY CAMPBELL
LEGAL AID CORPORATION	AMANDA MCILWAIN
LIGHTHOUSE RECOVERY	BETH SNYDER
LOCOMOTIVES TAXI	WILLIAM JENKINS
LYN TREECE BOYS GIRLS CLUB	BARRY RICHARD
MAGIC CAB	LASTER CHANEY
MID-LAND MEALS INC	SANDY BRETTNACHER
NAACP BRANCH 3056	SADIE HARPER-SCOTT

<i>Company/Organization</i>	<i>Contact</i>
NATIONAL ALLIANCE ON MENTAL ILLNESS	SHERI MOORE
NECESSITIES TRANSPORTATION	CHRIS BROCK
NORTHEND COMMUNITY CENTER	ROD HUTTON
PHOENIX PARAMEDICS SOLUTIONS	NATHANIEL METZ
RED CROSS	CHAD PRIEST
REINDEER SHUTTLE	PAUL BRANHAM
RIGGS COMMUNITY HEALTH CENTER	BAMBI MCQUADE-JONES
RIGHT STEPS	DEBI DEBRUYN
ROMNEY MEADOWS	LATONYA FLEMING
ROSEWALK VILLAGE	NATHAN ANDERSON
SALVATION ARMY	AARON AND RACHEL JOHNSON
SIGNATURE HEALTHCARE OF LAFAYETTE	MARY OLIVER
SOUTHERNCARE HOSPICE SERVICES	JAMIE REEL
SPIRIT EMS	NICOLE SALLY
SPRINGS AT LAFAYETTE	MICHAEL MEADOWS
ST ANTHONY HEALTH CARE	KEN THOMPSON
ST MARY HEALTHCARE CENTER	KASEY HUGHES
STAR AMBULANCE	KATHY PECK
SYCAMORE SPRINGS	SANDY KUNTZ
TECUMSEH AREA PARTNERSHIP	ROGER FELDHAUS
THE ARC OF TIPPECANOE COUNTY	MILISSA LAKE O'HERN
THE CHILD CARE RESOURCES NETWORK	VICTORIA MATNEY
TIPPECANOE COUNTY CASA PROGRAM	COLEEN CONNOR
TIPPECANOE EMERGENCY AMBULANCE SERVICE	JOHN ZARTMAN
TIPPECANOE SENIOR CENTER	LAURIE EARNST
TIPPECANOE VILLA	DEANNA SIEBER
UNITED WAY	MICHAEL BUDD
UNITY HEALTHCARE	AMBER HOWERTON
UNIVERSITY PLACE	DAVE KINDER
VALLEY OAKS HEALTH	LISA PERRY
VIAQUEST HOSPICE INC	ASHLEY GARRETT
VISITING ANGELS	PAULETTE FRY
WABASH CENTER	JANET SCHWEIKHER
WALLA	DREW CASANI
WESTMINSTER VILLAGE	BEN BLANKENSHIP
WIC	ALICIA KEEN
WILLOWSTONE FAMILY SERVICES	JENNI MURTAUGH
WORKONE	GARY ALLEN
YMCA	PAUL CRAMER
YWCA	ALLISON BEGGS

<i>Company/Organization</i>	<i>Contact</i>
FAIRFIELD TOWNSHIP TRUSTEE	TALETHA COLES
JACKSON TOWNSHIP TRUSTEE	SHARON LEE CORWIN
LAURAMIE TOWNSHIP TRUSTEE	M. LYNN BECK
PERRY TOWNSHIP TRUSTEE	FRANK CEDERQUIST
RANDOLPH TOWNSHIP TRUSTEE	MARCELLA MAYNARD
SHEFFIELD TOWNSHIP TRUSTEE	PAMELA CRUM
SHELBY TOWNSHIP TRUSTEE	JERRY ROOZE
TIPPECANOE TOWNSHIP TRUSTEE	BILL JONES
UNION TOWNSHIP TRUSTEE	JO RITCHIE
WABASH TOWNSHIP TRUSTEE	JENNIFER TEISING
WASHINGTON TOWNSHIP TRUSTEE	BARB KNOCHEL
WAYNE TOWNSHIP TRUSTEE	NORMAN HAYMAN
WEA TOWNSHIP TRUSTEE	JIM SLAVENS